FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Regd - and be safe

THE SPHERE, AUGUST 17, 1946
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXVI No. 2430 WITH WHICH IS INCORPORATED THE GRAPHIC AUGUST 17 1946

McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

VAN HOUTEN'S COCOA

★ THE ORIGINAL AND THE ARISTOCRAT OF COCOAS ★

Cephos Regd
Pronounced See foss THE PHYSICIANS' REMEDY

The Safe Remedy

Sold everywhere in Tablet and Powder form
1/3 & 3/-
Including Purchase Tax

FOR HEADACHE & NEURALGIA

FOR CULTURED PALATES

TRADE MARK

Bass

GREYS CIGARETTES

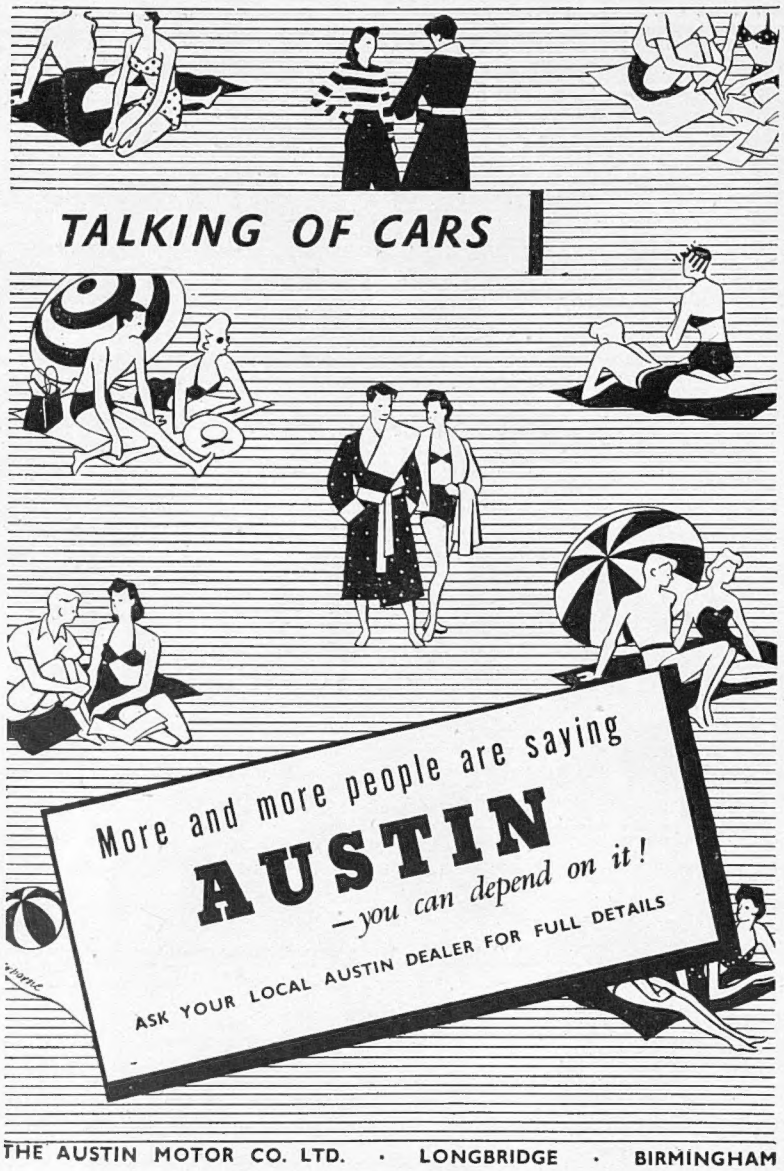
Just honest-to-goodness tobacco

For men in a hurry
WARDONIA BLADES
FOR QUICKER SHAVES

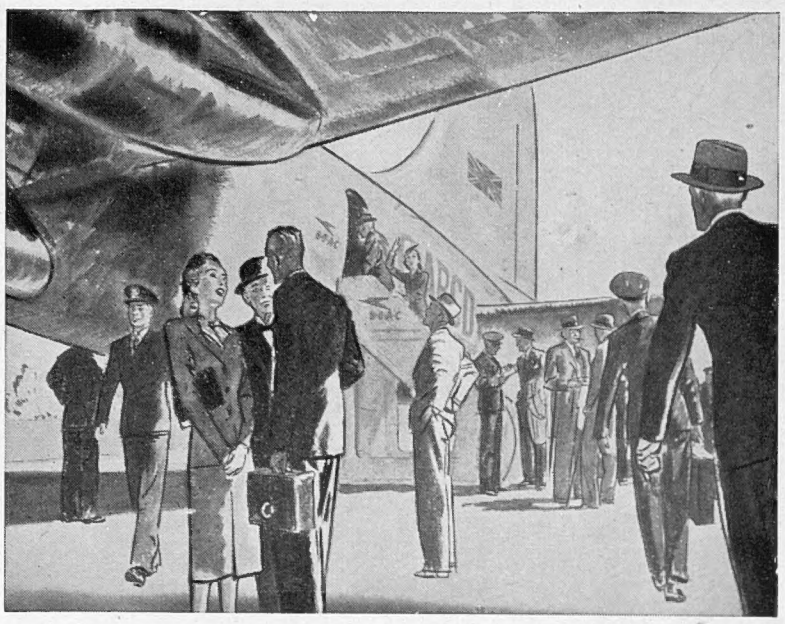
PADDY
10 YEARS OLD WHISKY
The Cork Distilleries Co. Ltd., Cork, Ireland.

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

PRICE ONE SHILLING AND SIXPENCE REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM Office : Commonwealth House, 1, New Oxford Street, London, W.C.1



THE AUSTIN MOTOR CO. LTD. · LONGBRIDGE · BIRMINGHAM



Key Exports Who would you say was leading the Export race? Textiles? Motors? Heavy Industry? Light? B.O.A.C. has at least shown plenty of pace in the early stages. Our exports are the men who bring back export orders; and never before have orders so large come back from so far so fast! Among the 3,500 we have carried, the record is held by Sir Miles Thomas, Vice-Chairman of the Nuffield Group. 14,000 miles in ten days, and back with £1,200,000 of business. But all did famously. Faced with the job of wiping off six years' arrears of business calls, they proved to have everything it takes—except a magic carpet. And we provided that.

SPEEDBIRD ROUTES
500,000 miles flown each week.
4,500 passengers carried each week.

CANADA · U.S.A · WEST AFRICA
MIDDLE EAST · SOUTH AFRICA · INDIA
FAR EAST · AUSTRALIA · NEW ZEALAND

B·O·A·C

BRITISH OVERSEAS AIRWAYS CORPORATION AND ASSOCIATED COMPANIES

"Liquid Oxygen, Nobby, is obtained from the air we breathe . . ."

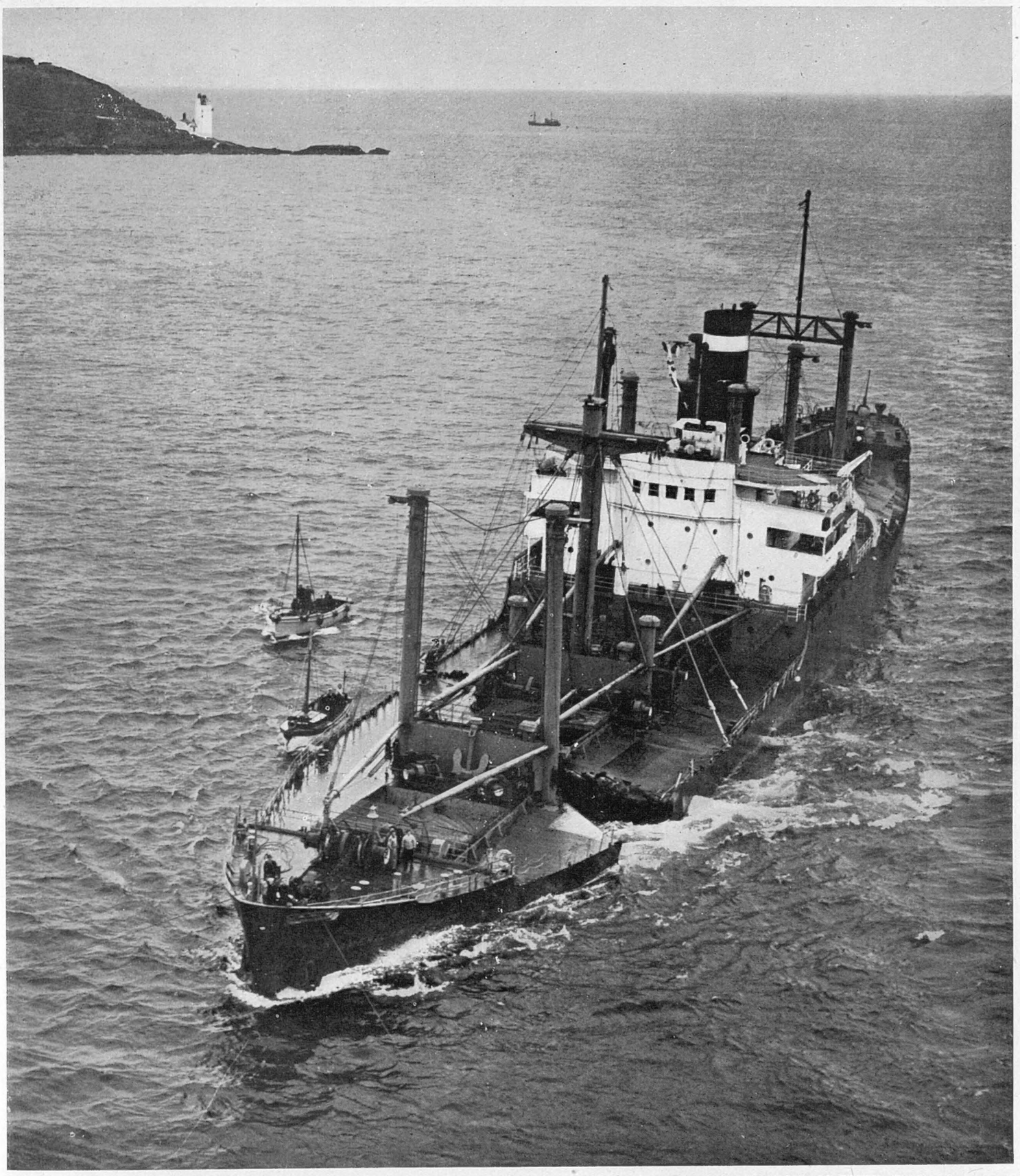
Clarke Minor, we feel, is about to become involved in a somewhat technical discussion. Risking contemptuous glances of erudite youth, may we explain the process of oxygen extraction in our own simple language? First the air, which consists principally of four parts nitrogen and one part oxygen, is filtered. Then it is subjected to a very high degree of compression and very sudden expansion. This rapid expansion causes it to lose heat until it is far colder than ice. By degrees, it becomes liquid and the oxygen is run off in liquid form. Here, some flippant elders have been heard to remark, "So what?" As any boy could tell them, liquid oxygen is the modern way of distributing this essential gas in bulk to industry, as it takes up less room and needs less metal for its container than it does as a compressed gas. This represents a real saving in space, metal, and consequently in transport, especially in view of the huge quantities of oxygen needed every day by the iron, steel and engineering industries.

The British Oxygen Co. Ltd. London & Branches

1886 · IN THE SERVICE OF INDUSTRY AND MEDICINE FOR 60 YEARS · 1946

Volume CLXXXVI No. 2430 The SPHERE, London, August 17, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly



THE "AMERICAN FARMER" ARRIVES AT FALMOUTH: THE SHIP WHICH HAS PROVIDED THE GREATEST SEA SENSATION OF RECENT YEARS. Here she is seen in tow and rounding the point into the harbour. The wedge-shaped hole in her bows, caused as a result of the collision with another American vessel, the "William J. Riddle," is clearly seen in this picture

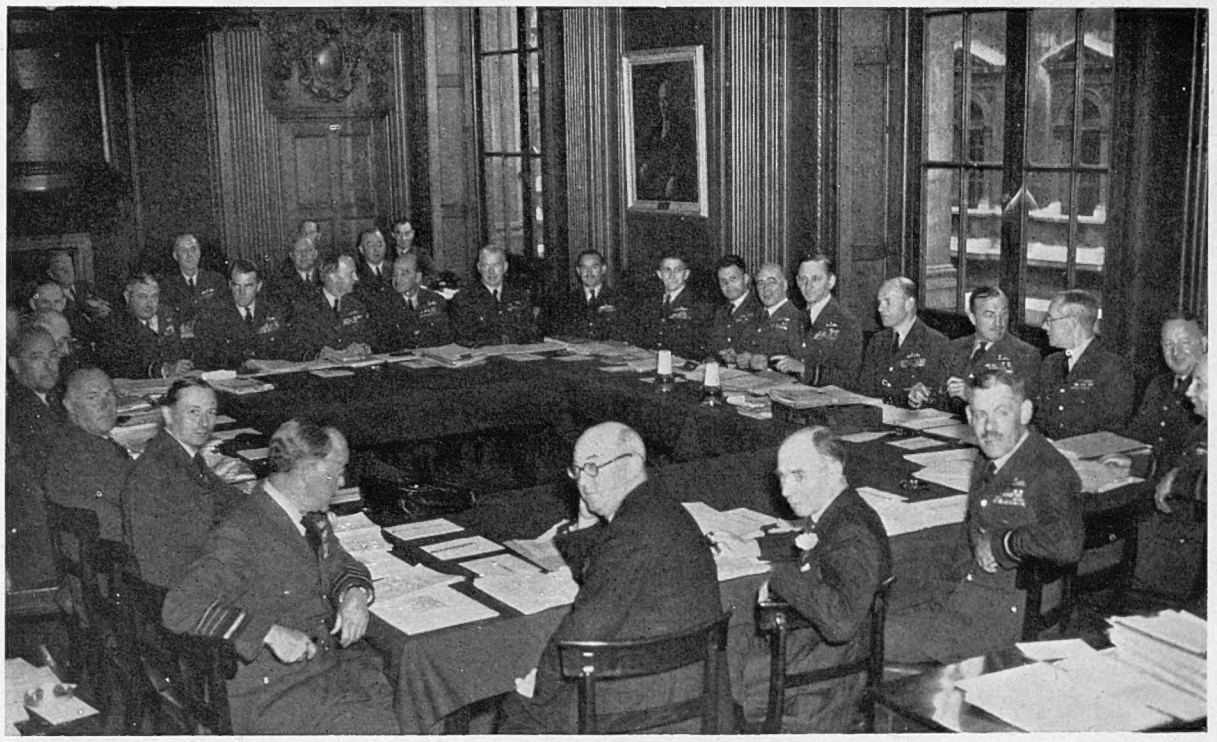
The *American Farmer* was abandoned in the Atlantic after collision with another American freighter, the *William J. Riddle*. Shortly afterwards, an R.A.F. Liberator of Coastal Command sighted the wreck and radioed for help. The S O S was answered by a Cardiff boat, the *Elizabete*, which was the first to reach the abandoned food-ship. Captain E Millers, of the *Elizabete*, put a part-crew aboard and got her in tow. But later a sister-ship, the *American Ranger*, came alongside, put her own crew on board and cast off the *Elizabete's* tow-lines. The owners of the *Elizabete* dispute the right of the owners of the *American Farmer* to claim the vessel after it had been taken in tow, and the question of salvage may involve a legal dispute before the Admiralty Court in London. (*See also pictures on page* 218)

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Bank Holiday.—Thirty-two years ago, and just such a lovely August Bank Holiday week-end. Every detail of that distant week-end visit to a pleasant house in Hertfordshire thirty-two years ago came vividly back to me, recalled by the date, by the weather and by the presence in my house of the daughter of my then hostess. Half of that large party are dead, the survivors are grandfathers and grandmothers, coping with a world and a manner of life which, thirty years ago, could not have been conceived of by any of them in the most fantastic dream. It was but a generation ago, but two generations of youth were wiped untimely out. And in Paris another attempt is being made to rid the world of this everlasting, brooding, insane menace. Will they remember in Paris that week-end thirty-two years ago? The Parisians at least have never forgotten it. It shattered in an hour a world which had been firmly and apparently eternally established for at least a century. It heralded the greatest social revolution since the Dark Ages. And if every delegate, old enough to remember, can draw a lesson from his memories, what will those memories avail? What can he personally do about it? What can the millions for whom he speaks? Can humanity at long last wriggle out of the net of doom which finally and completely enmeshed it on that lovely summer day thirty-two years ago? It does not seem probable as we go to press.



THE CHIEFS OF THE R.A.F. ATTEND A CONFERENCE AT THE AIR MINISTRY, TO CONSIDER PROBLEMS WITH WHICH THE AIR FORCE IS FACED TO-DAY: Marshal of the Royal Air Force Lord Tedder, Chief of the Air Staff, held his second conference with the commanders-in-chief of the R.A.F. early this month. (Left to right) Air Chief-Marshal Sir A. S. Barratt (Inspector-General), Air Marshal the Hon. Sir Ralph A. Cochrane (Air Officer Commanding-in-Chief, Transport Command), Air Marshal Sir Ralph S. Sorley (Air Officer Commanding-in-Chief, Technical Training Command), Air Marshal Sir Arthur Coningham (Air Officer Commanding-in-Chief, Flying Training Command), Air Marshal Sir Grahame Donald (Air Officer Commanding-in-Chief, Maintenance Command), Air Marshal Sir Leonard H. Slatter (Air Officer Commanding-in-Chief, Coastal Command), Air Marshal Sir James Robb (Air Officer Commanding-in-Chief, Fighter Command), Air Vice-Marshal T. A. Langford-Sainsbury (Senior Air Staff Officer, Bomber Command), Air Marshal Sir C. Roderick Carr (Air Officer Commanding-in-Chief, Air Headquarters, India), Air Marshal Sir George C. Pirie (Allied Air Commander-in-Chief, South-East Asia), Air Marshal Sir Charles E. H. Medhurst (Air Commander-in-Chief, R.A.F. Mediterranean and Middle East), Air Vice-Marshal A. de T. Nevill (Chief of Air Staff, Royal New Zealand Air Force), Air Vice-Marshal George Jones (Chief of Air Staff, Royal Australian Air Force), Air Marshal Robert Leckie (Chief of Air Staff, Royal Canadian Air Force), Marshal of the R.A.F. Lord Tedder (Chief of the Air Staff), Air Marshal Sir William F. Dickson (Vice-Chief of the Air Staff), Air Marshal Sir John C. Slessor (Air Member for Personnel), Air Vice-Marshal Sir John W. Cordingley (Director-General of Manning), Air Marshal Sir Roderick M. Hill (Air Member for Training), Sir W. Brown (Permanent Under-Secretary for Air), Sir James H. Barnes (Deputy Under-Secretary of State)

A World Full of Crooks and Rackets.—When a bishop solemnly warns the boys of a public school that they are preparing to go out into a world full of crooks and rackets, either the bishop needs a pill or civilisation a purge. It is either true or gross exaggeration. There is considerable evidence daily available that the bishop in question did not use unreasonable hyperbole. Crime in London and elsewhere reached in the last year a new high record, juvenile delinquency being very serious indeed, and crimes of violence abnormally numerous. The Commissioner confesses it. The Home Office acknowledges it. The police force is not yet anywhere nearly rebuilt to cope with crime prevention and detection. It is working overtime and will do so for some years. The country magistrate, parson, and every other observer daily note the decline of discipline and once ordinary standards of common honesty in the young and among adults. Wars invariably lower morality. Illegitimate births rise sharply and illegal acts keep pace with that rise. Economic conditions—peculiar to this post-war period—aid the decline of morals. Black markets spring up in every commodity in short supply. Money gained in them is kept in notes which lightly come and lightly go, tempting the thief and the gambler. Taxation is so high that men look round for means to make easy money which they can hoard from the eyes of the Exchequer sleuths. There are frequent evidences of sharp practice which in normal times was very rare among the higher professions and among established firms of recognised agents. "Rackets" in the sale of houses, properties and motor-cars are all too common. Our faith in the integrity of our firms of solicitors, estate agents, motor-car dealers may not be shattered, but might well receive a jolt from the evidence of the sharp practices which seem justifiable to some of their weaker brethren. It would not be odd if a man, entering the market for the sale or purchase of a motor-car, felt a mild foreboding that he might lose a feather or two in the process of plucking. And the same might be said of the market in properties and houses. In the country, wherever timber is felled, the heaps of "lop and top," and the butt-ends, vanish in a night as soon as stacked; and "two-footed foxes" visit our hen-runs pretty constantly. Indeed, pilfering is so "natural" that few of the pilferers take the ordinary precautions to avoid detection. The bishop is right. The schoolboys (well equipped, I hope) go out into a world of crooks and rackets. And I hope the influence of the public schools will soon be brought to bear on our brave new world of crooked ways.

They All Say No.—With unshattered patience and hope, the British Government and the (more or less) United Nations make their new plans for peaceful settlements in this shattered world as soon as earlier plans and policies have proved futile. Our edifices of hope crash. We stoop to build them up with worn-out tools, and no loss of faith. We go on with our new conferences, not at all deterred by the refusal in advance of this party or that, vitally concerned, to accept in part or in whole the framework of the new schemes. Thus in India, after weeks of hard work, Mr. Jinnah has thrown his spanner into the new engine. Thus in Palestine, the Arabs and the Jews have, verbally at least, killed the "new model" before it is on the stocks. Thus, Yugoslavia refuses to accept the new frontiers proposed before the United Nations have discussed them in final form. Thus, also, Egypt is very sure (and says so prematurely) that this or that security proposal in the Anglo-Egyptian treaty plan will be rejected. Thus, M. Molotov . . . but enough. Some nimble accountant might do worse than tot up the hours (etc.) wasted in abortive conferences and over-futile proposals during the past few months or years. At least the record would prove that Britain and her Governments have revealed a fair share of patience, faith and energy, and a very remarkable faith in conferences.

Rush Legislation — The Red Light.—The country is sick of rush legislation and a plethora of major Bills. But so is the Government. The inexorable law of nature is a much older measure than any on our Statute Book, and its long arm has reached out to the Cabinet and laid Mr. Bevin and Sir S. Cripps on the shelf. If the work of other departmental chiefs has not suffered from overstrain, it is difficult to account for the poor results they have obtained to date. I wonder if Mr. Attlee will see the red light. Nothing is more certain and true that since 1914 at least no man who is not physically strong above the normal could hope to remain long and successfully in public life. The strain of public life, under the demand of "democracy" and under the conditions which modern improvements in communications make possible and necessary, must be a tremendous physical strain, and only the abnormally strong can endure it. We know that Mr. Churchill is a giant, a physical excrescence. So is General Smuts. How many giants of physical strength has Mr. Attlee's team? A wise master-builder limits his programme to the strength of his available resources and personnel. That was not the policy of Mr. Attlee at the start of his programme. He overloaded his agenda, and his round-table is revealing empty seats.

Freedom of the Press.—The Cabinet toys with the idea of clipping this freedom. Fleet Street and your M.P. snatch at this golden opportunity of rushing into the lists to tilt with the knights of Attlee's Round Table. What is this freedom? To say what you please within the laws against indecency, treason and libel? To create monopolies if you can? It is very expensive to run a paper. You can only succeed if your press never stops its engine, and if your advertisement revenue is satisfactory. What enables you to charge an economic figure for an insertion? Nothing but circulation. What governs circulation? Nothing but the favour of your readers. You have to give the public what it wants, not what it needs in education and uplift. In this sense of the definition of "freedom" things are better than they were. Twaddle and cheap-jack are printed daily in plenty, but the filth of the Edwardian Age has at least been checked. Do you remember the Sunday popular journals of your youth with their columns of filth from the police courts? Public opinion and mild legislation have at least checked that evil. If ever the freedom of the Press needed clipping, it was in the Edwardian Age when the Press barons were earning their peerages. You will not to-day improve the public taste with an Act of Parliament in a day. It will take 100 years of better education. And the monopolists and Press barons will always kowtow to the public before they tremble at what Governments may do. As for our most "respectable" organs, are they not to-day more remarkable for wobble than for moral courage?

The Thynne Inheritance.—Longleat was inherited by the first Viscount Weymouth in the first half of the seventeenth century as a result of the murder of his kinsman, Tom of Ten Thousand. From Cartarets and Pulteneys other great estates flowed in to the Marquisate of Bath. The Lord Bath who died in 1764 left a fortune which was the talk of the town in those days—£800,000 in land and money. Two centuries later the whole structure collapses. The death duties alone amount to £1,000,000, and sentiment, piety and tradition rather than practical common sense induce the new Lord Bath to cling on to the glorious old house, Heaven's Gate, and the lovely park. He cannot, of course, live there. That the structure should collapse was, of course, Dr. Dalton's desire and design. I suppose that the late Lord Bath, a landlord in a thousand, a man who practised as nobly and as consistently as any the precept *noblesse oblige*, never in the last years of his life could command out of his vast inheritance £2,000 a year to spend as he willed. Wiltshire knows that, so far as he was able, he dug deep into his resources to keep his estate in condition and to meet his tenants' needs. His son correctly judges that the day of great estates is over, and that to-day the State alone matters. Whether the State can make a better use of Lord Bath's money than its former owners made of it, is a question still open to argument.

THE OLD STAGER

ACCOMPANIED BY THEIR PET DOGS THE TWO PRINCESSES ARRIVE AT BALLATER: They are here waiting whilst the King inspects the Guard of Honour. Later the Royal Party left by car for Balmoral to begin their Scottish holiday

THE SCENE AT BALLATER STATION AS THE KING INSPECTED THE GUARD OF HONOUR, composed of Army recruits. The Marquess of Aberdeen, who welcomed the Royal Party, is standing just behind the King

THE KING GOES TO BALMORAL

The Arrival at Ballater Station

The King and Queen, with Princess Elizabeth and Princess Margaret Rose, are now at Balmoral for the customary August visit to Scotland. They arrived at Ballater Station, in Aberdeenshire, at the end of last week, having made the journey from Buckingham Palace by train overnight.

The Royal Party were welcomed by the Marquess and Marchioness of Aberdeen: afterwards, the King (in Highland dress) inspected the Guard of Honour of the King's Own Scottish Borderers. The Queen wore a royal blue coat and hat; and Princess Elizabeth wore a new and fashionable hat of striking design.

JUST BEFORE THE DEPARTURE FOR BALMORAL CASTLE: Fresh after their overnight journey from London, the King and Queen and the two Princesses prepare to enter their car at Ballater Station. Many residents and crowds of holiday-makers had assembled to greet their arrival

THE KING INSPECTS THE GUARD OF HONOUR, most of whom were young recruits of only a few weeks' experience of the Army

THE PARIS CONFERENCE

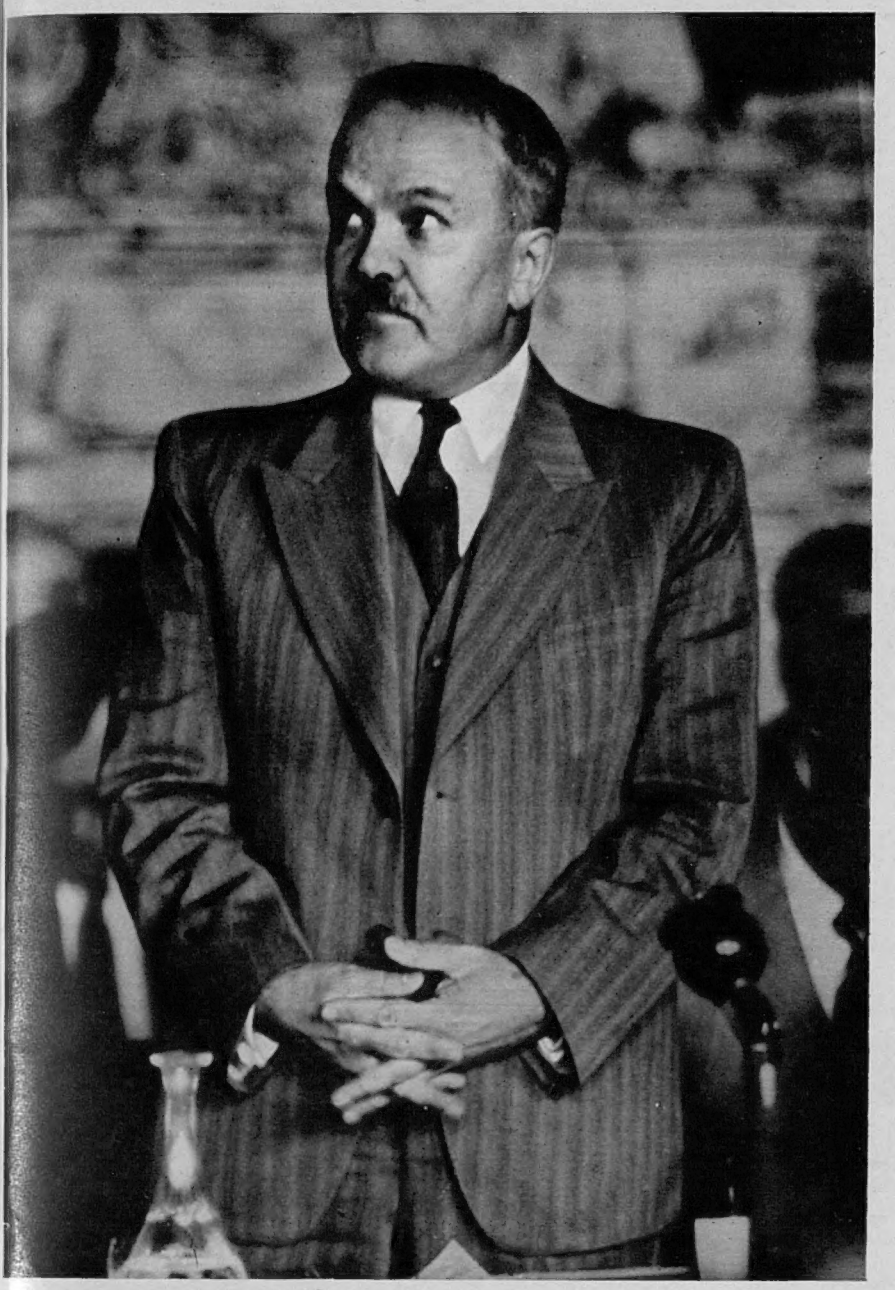
Vignettes from the Luxembourg Palace

Where the Twenty-one Nations are Meeting to Discuss the Peace Treaties

WHERE THE METHOD TO BE USED FOR VOTING DURING THE CONFERENCE WAS DECIDED: A SITTING OF THE COMMITTEE OF PROCEDURE IN PROGRESS IN THE BIG CONFERENCE SALON AT THE LUXEMBOURG PALACE. The British delegation are seated at one end of the hall, faced at the other by the Russian delegation: M. Molotov, at the far end, has M. Vishinsky on his right and M. Gusev (Russian Ambassador to London) on his left. M. Spaak (of Belgium) is half-way down the left-hand side, with Mr. Jordan (of New Zealand) near by. Half-way down the right-hand side is M. Bidault, French Premier and Foreign Secretary. It was during the course of this Committee's work that the first clashes between the Russians and Americans occurred and that Dr. Evatt exchanged heated words with M. Molotov

PEACE STAMPS TO COMMEMORATE THE CONFERENCE: These two stamps are being issued by the French Post Office—one has a face value of ten francs and the other of three francs. Both have the Dove of Peace as their central motif

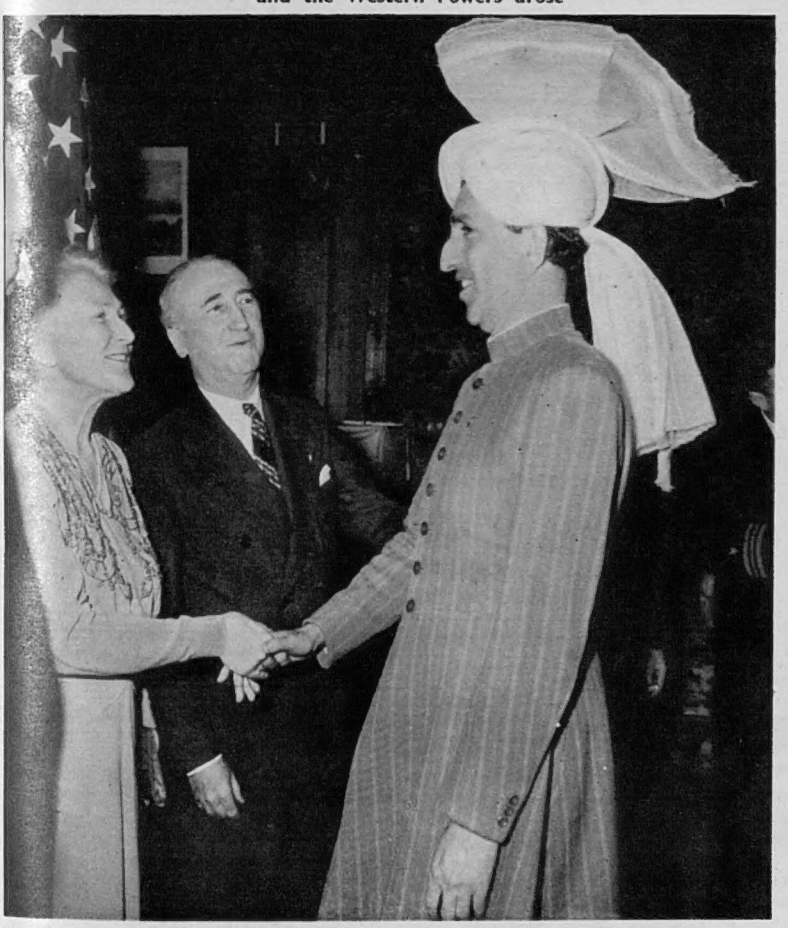
DR. EVATT'S OUTBURST, WHEN HE DEMANDED THAT DECISIONS AT THE PEACE CONFERENCE SHOULD BE TAKEN BY AN ORDINARY MAJORITY VOTE: It is reported that the Australian representative spoke excitedly on this occasion, "his eyes flashing and his voice rising to a shout many times." His chief thrusts were directed against M. Molotov



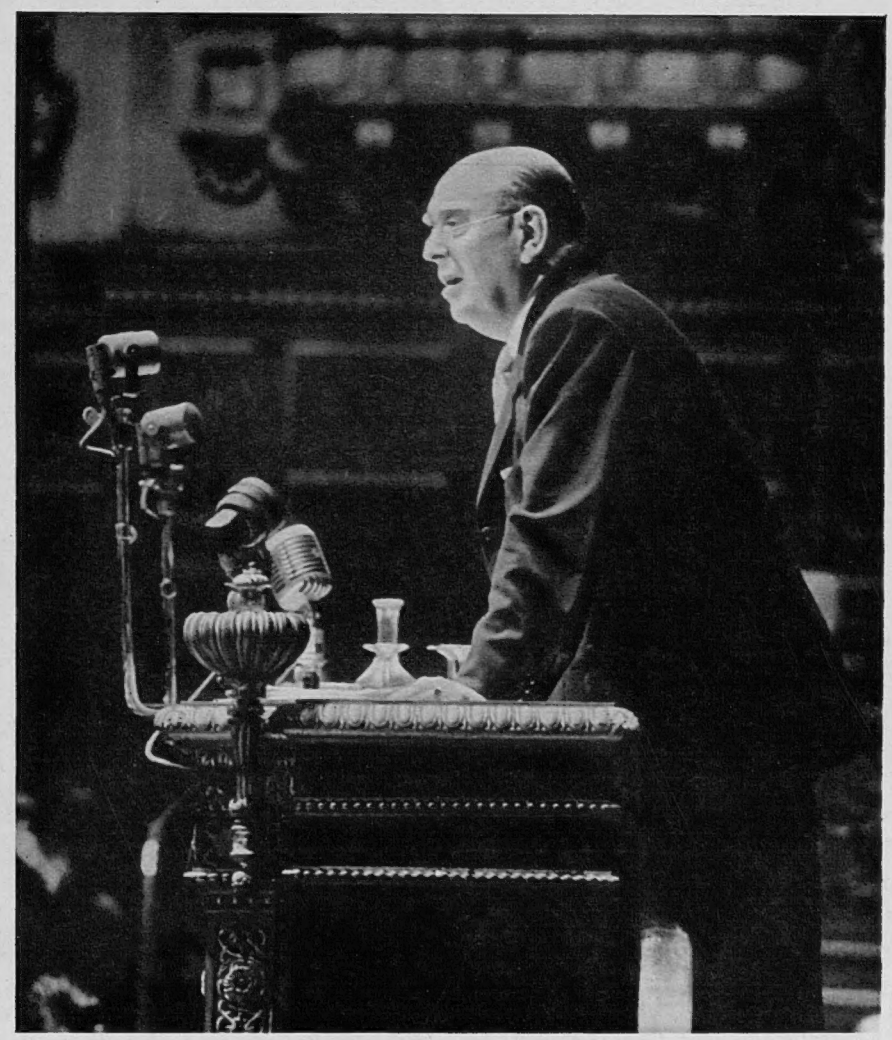
THE CHIEF RUSSIAN DELEGATE, M. MOLOTOV, CLASPS HIS HANDS WHILE ADDRESSING THE RULES COMMITTEE : On this occasion the debate—which had lasted until midnight—was finally adjourned without a decision being reached as to the procedure to be used during voting. It was on this subject that the greatest disagreement between Russia and the Western Powers arose

ONE OF THE SOUTH AFRICAN DELEGATION IS A YOUNG WOMAN : She is Miss Jacqueline Theron. Her father, Major-General F. H. Theron (seated on the right), is the leader of the South Africans

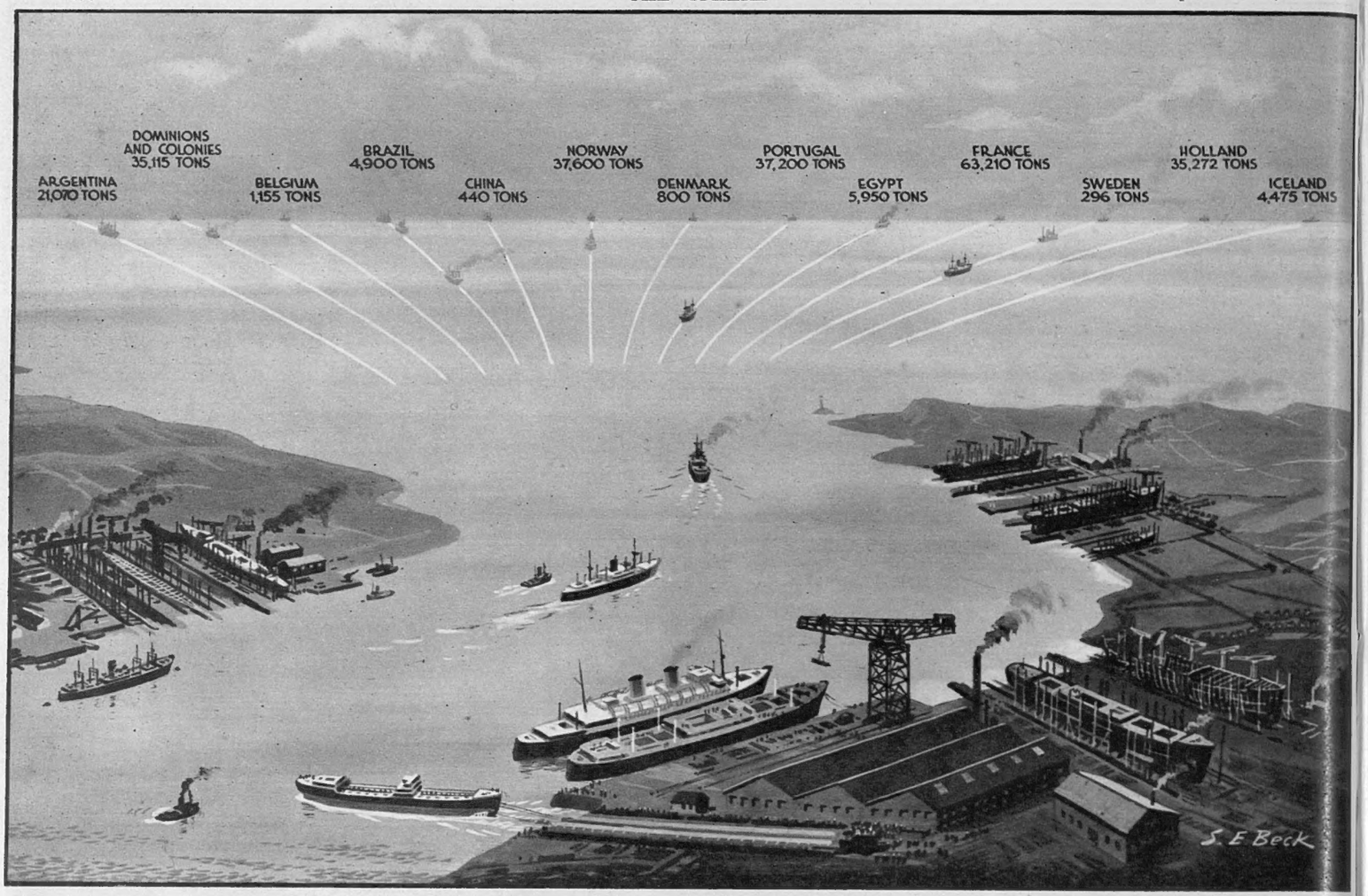
THE POLISH DELEGATION, WHO ARE REGARDED ALMOST AS PART OF THE RUSSIAN REPRESENTATION AT THE LUXEMBOURG PALACE : On most points under discussion the Poles vote with the Russians, and it is thought by many that their decisions are influenced solely by their stronger neighbour



A PICTURESQUE DELEGATE : SIR KAZAR KHAN IS THE PREMIER OF THE PUNJAB and one of the delegation from India. He makes a striking figure in the Conference Hall and at receptions. This picture was taken at the American Embassy as he was being greeted by Mr. and Mrs. James Byrnes



THE CZECHOSLOVAKIAN FOREIGN MINISTER SPEAKING BEFORE THE GENERAL ASSEMBLY : M. Jan Masaryk is one of the leading statesmen of Central Europe, who frequently takes an independent line in international affairs. He is a popular figure among the many hundreds of famous people present in Paris



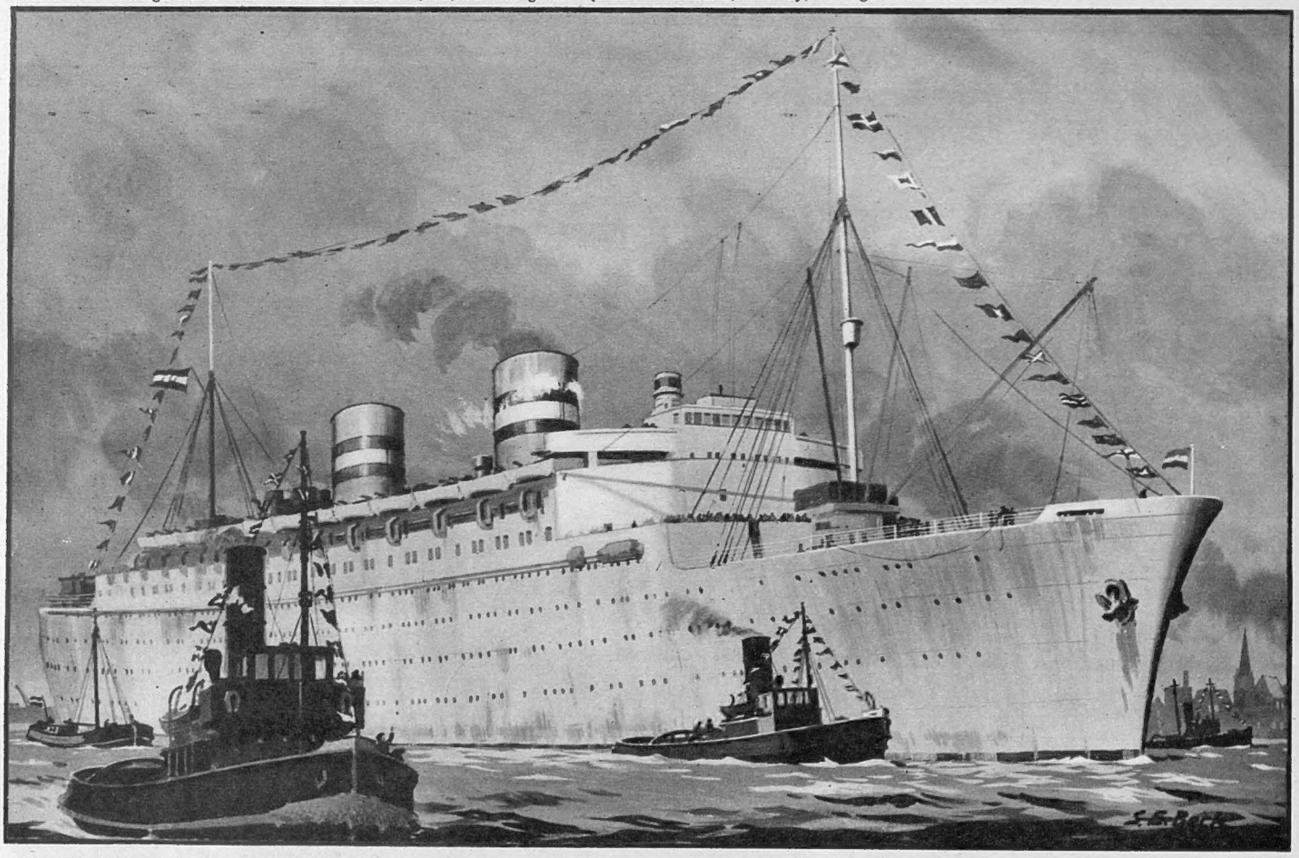
BRITAIN IS BUILDING SHIPS FOR THE MERCHANT NAVIES OF THE WHOLE WORLD: A DIAGRAMMATIC SKETCH WHICH SHOWS THE TONNAGE OF VESSELS WHICH BRITISH SHIPYARDS ARE CONSTRUCTING FOR REGISTRATION ABROAD OR FOR SALE IN OTHER COUNTRIES. Nearly 250,000 tons out of a total of 1,750,000 tons are to go to foreign countries—*Drawing by S. E. Beck*

British shipyards, taxed to capacity during the war, are now working even harder in the interests of peace. At the end of June 1945, vessels under construction had a tonnage of 377,650 *less* than at the end of June 1946. This year's figure of 1,764,943 tons gross is the highest for Great Britain and Ireland since June 1922. Furthermore, the British total of merchant ships being built compares with a total tonnage under construction abroad of 1,512,382 tons gross. (This figure does not include ex-enemy countries, where work must be almost at a standstill, or France, Poland and Russia.) In the United States, for example, a total of only 386,583 tons are under construction. The countries for which the British shipyards are working include the British Dominions and Colonies, the Argentine, Brazil, Belgium, China, Denmark, Egypt, France, Holland, Iceland, Norway, Portugal and Sweden

THE SHIP-BUILDING INDUSTRY OF BRITAIN

—A Wonderful Effort in Peacetime Construction

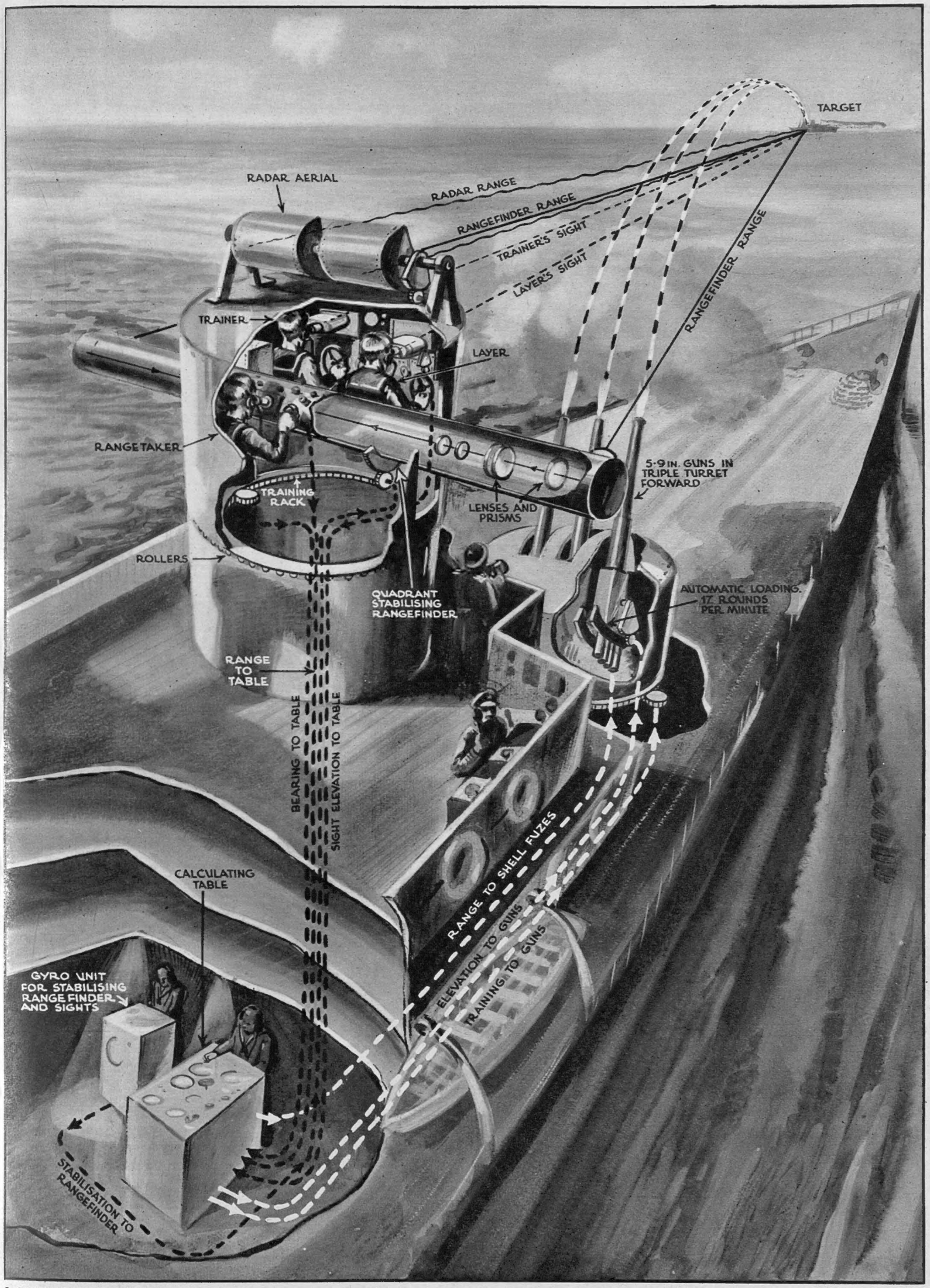
Sweden's Revolution in Naval Gun Design



THE REVIVAL OF THE DUTCH SHIPPING INDUSTRY: THE HOLLAND-AMERIKA'S CRACK LINER, THE "NIEUW-AMSTERDAM," arrives at Rotterdam after having been away for six years on war service—*Drawing by S. E. Beck*

Holland is making a great effort to restore her mercantile navy to its high pre-war level, and Rotterdam has become a scene of tremendous activity, where many vessels that have seen war service are being reconditioned for their peace-time roles. The Holland-Amerika line's *Nieuw-Amsterdam* is the largest liner of the Dutch mercantile fleet and is now in Rotterdam being refitted for the Rotterdam-Southampton-New York service. She has a gross tonnage of 36,287 and is fitted with radar equipment (the circular radar tower can be seen behind the bridge). When Holland was invaded, the *Nieuw-Amsterdam* was in New York, and there and in Great Britain she was converted into a trooper. For six war years she sailed all over the world, carrying more than 400,000 troops

On right—The *Göta Lejon* and the *Tre Kronor* are two very fast new cruisers of 7,500 tons displacement which are now nearing completion for the Swedish Navy. Each vessel is 590 ft. in length, and each will carry a complement of 580. The final contracts for these two ships were not signed till February 1943, the original design having been considerably modified in 1942. Their most notable feature will be the "revolutionary design" of the main armament: the seven 5·9-in. guns are to be mounted in three turrets—one forward, with triple guns; and two aft, with twin guns. These are the first of their kind to be fully automatic. The turrets will be trained and the guns laid automatically by remote control: the guns will be loaded and fired automatically after the shells have been automatically fused. It is thought that the rate of fire will be fifteen, and probably seventeen, rounds per minute. This compares with the rate of twelve per minute for the latest 6-in. naval weapons of the Royal Navy



A REVOLUTION IN NAVAL GUN DESIGN: THE SWEDISH NAVY IS SHORTLY TO INTRODUCE A NEW TYPE OF QUICK-FIRING MULTIPLE-GUN TURRET IN ITS NEW CRUISERS. BY MEANS OF THESE, THE RATE OF FIRE WILL BE CONSIDERABLY GREATER THAN THAT FOR THE LATEST BRITISH 6-IN. GUNS. How this will be carried out is shown in the diagrammatic view above, which indicates how the guns in the turrets are trained and elevated, and the fuses of the shells set, all in the same operation by means of a calculating table operated from the range-taker on the bridge—*Drawing by W. C. Ives (see note at left)*

THE SCREEN THAT CHEAPENS TRUTH

The Brontës Go To Hollywood, and Some Suggestions to the British Film Industry

By FERDINAND TUOHY

THE London of my parents once chuckled to "a good one." I believe the Early Edwardian, Max Beerbohm, was responsible for it. Of the first editor of THE SPHERE, he quipped: "Shorter is hanging on to the skirts of the Brontës and if he isn't careful they 'll come off." Daring commentary for the times; bad form to quite a considerable Victorian cultural hang-over. If it wasn't Max, it could and should have been.

Had the talkie functioned in Clement Shorter's day, as likely as not he would have been invited to Hollywood as *the* expert on the Brontë family. There he would have been flattered and made much of—until the dreadful truth began to dawn. One can see his swarthiness colouring as wafts from the brew that his bountiful hosts were cooking came his way; and finally the return home and the passionate lengths to which Shorter would have been driven in his weekly "Literary Letter."

All his infinite, probing pains as ignored as had they never been taken, and, instead, a world-falsification launched on the grounds that the truth would not make "box office" and that, failing the distortion and falsehood adjudged imperative to achieve this end, the public would be deprived of the Brontës altogether, would not see and hear them on the screen at all. At least, that is what I make of the film criticism which finds legitimate excuse for what has happened—by no means for the first time, but on this occasion striking remarkably home to the English hearth.

I 'd like to quote at length from "the producer justifying himself," as seen by Mr. Campbell Dixon, who claims to be as critical as most about the notorious travesties of history, yet, of the Brontë falsification, can preface his remarks thus: "As entertainment it is lively and well contrived; as biography it sticks to some of the main facts and yet paints a family that their best friends wouldn't have recognised. Should we blame the producers for this? Frankly, I don't think so, unless we are prepared to change the whole economic structure of the film business."

Highbrows generally dodge one or two facts, and "the first is that the screen is a medium in which the truth is an expensive luxury." Accordingly the plain sisters are given pin-up appeal and their most intimate emotions are transferred with a *sans-gêne* that must have caused the Duchess of Danzig to tumble into her washing-tub.

It seems that the issue has been reduced to "It 's better to see a lie than to see nothing at all," and that if you dissent, you 're a highbrow. You are reminded that embroidery in the field of biographical romance is nothing new, that one only has to turn the pages of Shakespeare, Scott, and others who scaled the heights.

To which one might answer that this is no time for lying, historical or visual, biographical or auditory, whatever illustrious creators may have permitted themselves in a calmer day when there was nobody putting matches to the combustibles of the universe in pious protection of this and that way of life (how these last three words jar on our nerves). However, this raises a broad issue for later. Let us, first of all, consider the situation devoid of atomics.

There are those who may have a certain regard for the feelings of the dead; the more so, inasmuch as some of the more tempting morsels in the eyes of the film falsifiers loved nothing more in life than the truth. We read them, we listen to them, we gaze upon them, and all we offer in return is the one thing they would most have hated: a distortion of how once they had lived. Right of way to perpetrate the lie is well known and simple: you keep up a feline survey until the last descendant able to object or take action is no more, and then you go ahead.

I know I may be speaking much too soon at a time when *le mensonge est en marche*, but three outstanding cases, all English, have so far escaped being remoulded nearer to Hollywood's desire. Evidently it has been unusually difficult to "get an angle" on Shelley, Keats and Byron, that would make good "box office" and see them past the Breen test. Long may the trio lay them stymies, for if the dollar-enthroned dispensers start falsifying these lives, it will be the beginning of the nineteenth century they will falsify along with them.

A Shelley film would yield a tiny company that lives for ever, fighting its fate against an entrancing background and in a vibrant age; a film shot with rebellion, passion, beauty, tenderness, tragedy. But it wouldn't be nice and ethical, moral and proper in its state of truth. What a chance of ever watching the beautiful and ineffectual angel taking off from Holborn in the small hours with Mary Godwin *and* her half-sister! We should probably find that wedding bells had surreptitiously preceded that flight, and see half-sister stamped as the unmistakable chaperone. What a chance of hearing Shelley the undergraduate declaim his atheistic protest that was to undershoot his life. Instead, we should find Ariel eventually going my way *à la* Bing.

Several films of Byron are clamant of faithful attention. There could be one of the Mayfair of Caro Lamb; another bringing to life the Venetian escapades; a third featuring Ravenna's Milord; and this without noticing the last love at Genoa, and the hackneyed ending. But, alas! we are informed that we can't take it—rather that the American public won't pay to take it in a state of veracity.

Not that this is anything like the whole truth. The suppression and falsification spring primarily from the unremitting attention of "moral pressure groups" who warn the film magnates: "If you put things in your pictures that we don't approve of, we shall see that your products are boycotted by tens of millions."

To suit certain folk, we are cheated of the true stories of some of our lasting characters. Nor is it a question of debatable truth, but plain, honest-to-goodness objective truth such as is open to every man-jack one of us, the long-established facts surrounding the lives of the interesting or compelling dead.

Yet I find that a third aspect of this business transcends respect for the dead and artistic or cultural deprivation. By doing nothing about falsified lives on the screen, we cheapen truth all over the world, and this at a time when truth was never more necessary to the human race. We are all agreed on one thing—the immense educative force of the screen, its unrivalled position for the dissemination of knowledge. Surely we should seek, above all, the elimination of lying, of distortion and misrepresentation, from such an all-conquering medium? Yet audiences are everywhere encouraged to go to biographical and historical, even contemporary films, and not to care a rap whether what they see is true or untrue.

What kind of minds can result from such treatment? Already the inaccuracy of mind of the oncoming generation is a thing regretted. Where is this wonderful new world of democracy coming from, that is to think for itself, when its most universalised source of knowledge and recreation has no restraints put upon it in respect of the sale of falsehood?

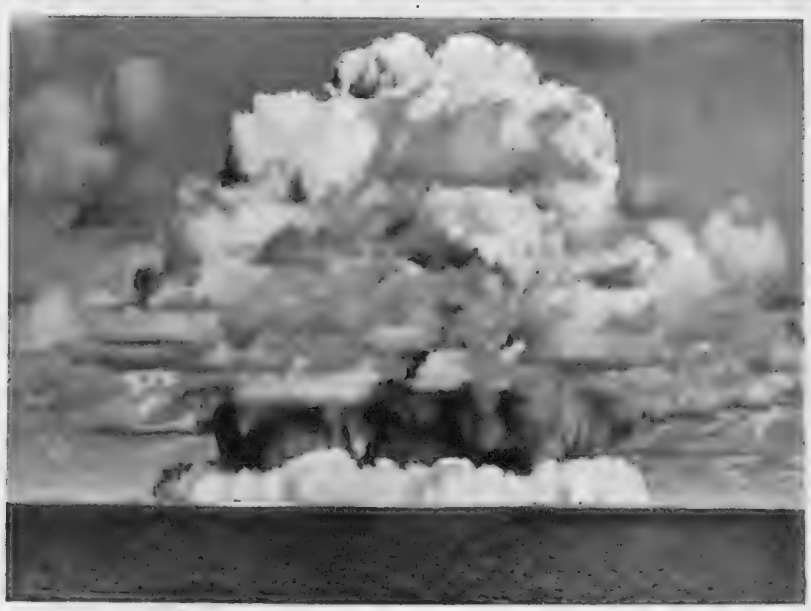
The more the film magnates are allowed to grow rich on falsification, the more will they offend by gross nationalism such as Flynn's Burma, and the more fuddled and muddled will grow the "popular" mind being fed every hour of the day through eyes and ears fastened on, or cocked towards, the Silver Screen. In Shakespeare's or Scott's day illiteracy was so widespread that what they wrote in the way of embroidery of the dead, and of history, cannot have reached half of 1 per cent. of the relatively tiny population. What these Hollywood money-grubbers put forth goes round the universe.

What is the use of talking about changing the text of history books when this far more compelling medium, the screen, is left to lie as it chooses?

There seems to be a fine chance for independent British film companies to give us our striking characters as they lived, loved and looked. I am sure the young would prefer it. Unless I 'm mistaken, young women out of war service would be much interested by a film built round Mary Wolstonecroft. Other film subjects which Hollywood will mercifully leave untouched, or falsify, revolve round "Arabian Nights" Burton and his lady (a person in her own right) and the Swinburne - Rossetti circle.

THE ROYAL FAMILY AT THE THEATRE: The King and Queen and the two princesses in the front row of the dress circle at the Strand Theatre, where they saw the comedy "Fifty-Fifty." After spending the week-end at Royal Lodge, Windsor, their Majesties and the Princesses drove to Buckingham Palace on the following Monday evening. They were greeted by a large crowd as they entered the theatre

U.S. CENSORS BRITISH FILMS: Joseph Breen, Hollywood's film censor, examines the script of British film "Nicholas Nickleby." America will not tolerate suicide in a film unless the character has been established as insane. Consequently, a second ending must be devised for the film of *Nicholas Nickleby*, now being made at Ealing Studios. Joseph Breen (left) came from Hollywood to make arrangements for censoring British films before they are completed. Here he is discussing the script with Sir Cedric Hardwicke (Ralph Nickleby in the film) and the director, Cavalcanti



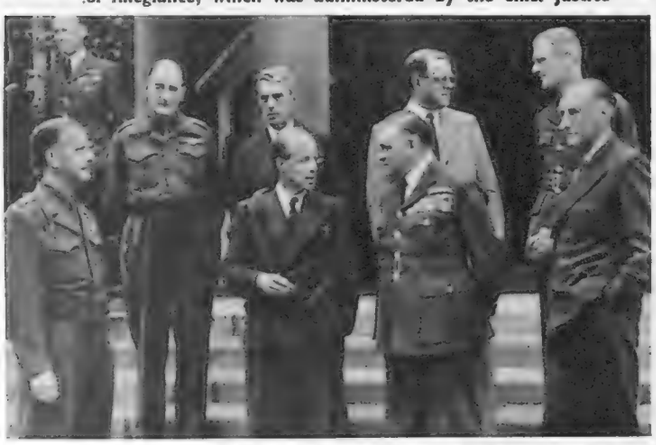
Above—
THE EXTRAORDINARY MUSHROOM-SHAPED CLOUD FORMATION A MOMENT AFTER THE EXPLOSION : Note the gap in the right side of the cone of water just above the sea-level. This hole, shaped like a cave at the base of a cliff, was at about the position of the "guinea-pig" battleship *Arkansas*, sunk by the blast. Observers aboard the Press ship *Appalachian* at Bikini interpreted the rift in the column as being caused by the interference of the *Arkansas*' 26,000-ton bulk with the formation of the water column

On left—
THE GIGANTIC GEYSER OF WATER AND SMOKE : The atomic cloud from the exploding bomb is here spreading over the target ships, temporarily hiding most of the vessels. The tests took place on July 25; but these are the first original photographs to be received in England from Bikini via Washington

THREE WONDERFUL PICTURES FROM BIKINI

Below—
MADE FROM AN AUTOMATIC CAMERA mounted in one of the towers on the Bikini Atoll : A column of water, some 2,000 ft. across at its base and 5,000 ft. high, boils out of the lagoon amid the anchored ships. In the foreground is the shore-line of the atoll, from which the inhabitants had been evacuated. Some of the fleet of doomed ships can be seen in the distance

BRITISH NORTH BORNEO JOINS THE CROWN: AFTER ITS INAUGURATION AS A CROWN COLONY the Governor-General installed Mr. James Calder as Acting-Governor. He is here seen taking the Oath of Allegiance, which was administered by the Chief Justice



THE REGIONAL COMMISSIONERS IN THE BRITISH ZONE OF GERMANY MEET NEAR KIEL: Mr. John Hynd, M.P., Chancellor of the Duchy of Lancaster and Minister responsible for the administration of the British zones of Germany and Austria, flew to Germany to attend the second monthly meeting of Regional Commissioners near Kiel. The meeting was presided over by Marshal of the R.A.F. Sir Sholto Douglas, Commander-in-Chief of the British Zone. This group was taken at the meeting, with Mr. Hynd in the centre in front

ONE YEAR AFTER THE DROPPING OF THE FIRST ATOM BOMB AT HIROSHIMA: Weeds grow through the rubble over the many sites where buildings were razed to the ground. On August 6, 1945, the first atomic bomb used in warfare was dropped on Hiroshima—and the city still presents the scene of devastation that greeted the Japanese when the air cleared on that fatal day. The city, with a population of 343,000, was 60 per cent. obliterated. Of its 6·9 square miles of area, only 2·8 square miles remained undamaged. A little has been done to rebuild the shattered area, but it makes a pitiful contrast with the work that still remains to be done

MR. MALCOLM MACDONALD, GOVERNOR-GENERAL OF MALAYA, GIVES A GARDEN PARTY AT THE RESIDENCY DURING HIS VISIT TO NORTH BORNEO: Greeting an aged Dayak chief who had thirty Jap heads to his credit! He was one of the chieftains whose tribe gave so much trouble to the enemy during their occupation. Visiting Borneo for the second time in a fortnight, the Governor-General of Malaya, the Rt. Hon. Mr. Malcolm MacDonald, recently visited British North Borneo to set up Colonial Government in the country, which has been in the hands of a Chartered Company since the reign of Queen Victoria. Mr. MacDonald was greeted by Major-General B. C. H. Kimmins, representing General Stopford, and by the prospective Acting-Governor of Borneo, Mr. James Calder, when he inspected the Guard of Honour formed by men of the local constabulary and ratings from the sloop *Alacrity*. Later, at the Government Survey Office, one of the few sizeable buildings that remain in Jesselton, the inauguration ceremony was held, and the Governor-General installed Mr. Calder as Acting-Governor. After touring the town, Mr. Malcolm MacDonald was one of the 100 guests who attended a garden party held in the afternoon at the Rest House. The same evening he left Jesselton for Brune in H.M.S. *Alacrity*

BORNEO A BRITISH COLONY

And Other News-Items from Abroad Shown in Pictures

REPAIRING ST. STEPHEN'S CATHEDRAL IN VIENNA: Workmen on the flat roof between the two famous Heiden towers. Full-scale repair work is now proceeding apace on the Cathedral of St. Stephen in Vienna, which was badly damaged during Allied bombings. Stones used for repairing the damaged fabric of this cathedral—regarded as one of Vienna's most beautiful pieces of architecture—are being shaped up inside the cathedral. Young boys are helping with some of this work. In the background of this picture are the two Heiden towers decorating the roof. These towers were built by an architect by whom legend relates that the Devil was promised his soul if he could help him complete the towers quickly. The architect tried to contract out of his promise, as the Devil arrived before they were completed, but the arch-fiend threw him from the scaffold. This is said to account for the smallness of the towers in comparison with others on the cathedral

GENERAL DEEDS INSPECTING THE COLOUR PARTY OF THE 1ST BATTALION K.O.Y.L.I. AT MINDEN: They are—Lieut. Derbyshire, C.S.M. Patterson, C.Q.M.S. Lane and C.Q.M.S. Tatchell

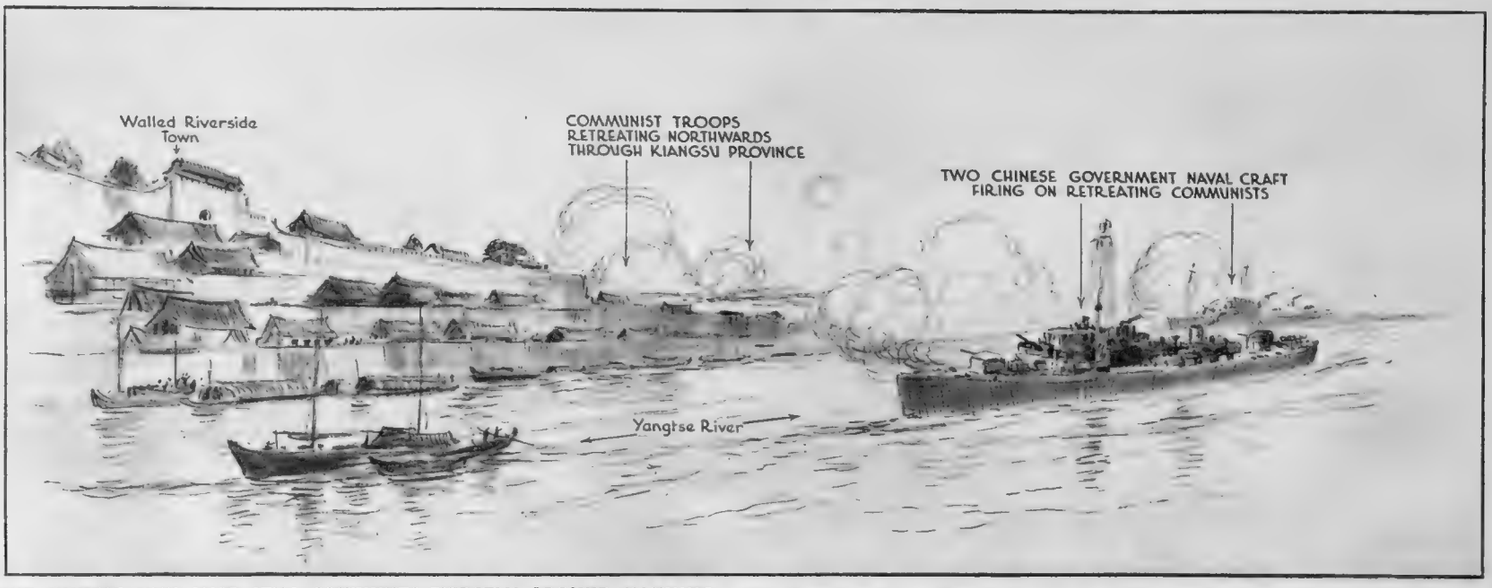
THE MINDEN DAY CELEBRATIONS IN GERMANY TO COMMEMORATE A FAMOUS BRITISH VICTORY OF 187 YEARS AGO: The Colour Party at the saluting-base. On August 1, at Minden, The King's Own Yorkshire Light Infantry celebrated the victory which they gained on the plains of Minden 187 years ago. They were then the 51st of Foot, newly raised, and they fought their way to victory along with six other regiments. They have celebrated the event each year since then, and this year were able to do it on the actual site of the historic battle. General Sir Charles P. Deeds, Colonel of the Regiment, took the salute at the march-past and brought the good wishes of the Queen, who is Honorary Colonel of the regiment. It is interesting to note that the 2nd Battalion, the 108th of Foot, are at present serving in Japan

BRITISH MAGAZINES FOR THE TROOPS IN BURMA: **Besides the regular shipments of magazines and books, all the popular Sunday papers are flown out for distribution throughout Burma and Siam.** Popular magazines published in Britain are now distributed regularly to British units stationed throughout Burma and Siam. The papers include THE SPHERE, *Illustrated London News*, *Picture Post*, *Men Only*, *Strand*, etc., whilst Indian troops receive a wide range of papers in the appropriate languages

THE LAST NAZI PRISONERS OF WAR LEAVE THE UNITED STATES: **The scene as they boarded the S.S. "Texarkana" at Piermont, N.Y., for Europe.** The last batch of German prisoners of war, with the exception of those still in hospitals or in prisons convicted of crimes, sailed from the United States some days ago, aboard the S.S. *Texarkana*. The above picture shows some of the 1,385, with kitbags containing their possessions, actually boarding the vessel. They are from Camp Shanks which, during the war, handled 300,000 prisoners. With the wind-up of this camp, the only Germans left in the U.S. total 300, scattered throughout the country in hospitals and disciplinary barracks. As soon as they are able to travel or finish their sentences they, too, will be shipped to Europe

THE FLAGPOLE SITTER AND HIS WIFE: **An odd occupation for a newly-married couple at Grand Rapids, Michigan.** The height of wifely devotion is depicted here as Yolinda Jacobs dutifully scrubs the back of her husband, "Mad Marshall Jacobs," flagpole sitter, as he takes his daily bath in his flagpole tub at Ramona Park, where he spends his time 308 ft. in the air. He is engaged in a venture to break his own twenty-seven-day record for sitting on top of a flagpole. The tub is approximately 75 ft. from the ground, and Jacobs descends the pole once a day for a bath and lunch. Yolinda and "mad" Marshall were married two weeks previously in Ohio

MOST BIG EXPLOSIONS TO-DAY SEEM TO EMULATE THE ATOM BOMB EXPLOSIONS! This was the scene at the plant of the Brownlee Lumber Company in Detroit on August 2, just as a turpentine vat exploded during a large fire. The blaze destroyed the eleven-acre lumber yard and caused damage estimated at 1,500,000 dollars. The cloud of smoke and flame at the moment of explosion seems to have based itself on the Bikini atom bomb affairs!—although on a much smaller scale



THE CHINESE CIVIL WAR STILL CONTINUES FIERCELY AROUND NANKING: THE SCENE ON THE YANGTSE RIVER AS GOVERNMENT AND COMMUNIST TROOPS CLASHED IN KIANGSU PROVINCE. Two Chinese naval craft took part in this fight, assisting the Government land forces to harry the retreating Communists. Both these vessels were handed to the Chinese Nationalists by America under the Lend-Lease Agreement—*Drawing by Percy Home* (see note below)

After the Chinese Communist forces had occupied a position only 33 miles north of Nanking, Chinese Nationalist headquarters, the Government forces reacted with vigour, driving the Communists back through the province of Kiangsu in the direction of Jukao. Town after town fell into the hands of the Government troops as they advanced on a 140-mile frontage. The broad stream of the mighty Yangtse River separated the main bodies of the contesting forces and the river itself figured in much of the fighting. War material poured northwards from Shanghai towards the Yangtse, where two American-built destroyer-escorts (lend-lease war material in Chinese hands) took action against the retreating Communist forces. These two vessels are shown in the above drawing firing into the Kiangsu positions northward of the river. Mitchell bombers and other aircraft also took part in thrusting back the Communist forces

NEWS from CHINA and SINGAPORE

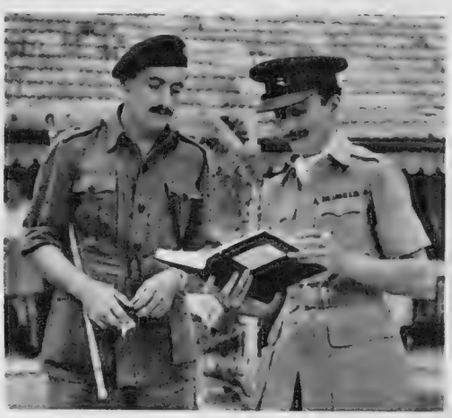
The Fighting on the Yangtse River

THE COMMANDER-IN-CHIEF OF THE BRITISH PACIFIC FLEET VISITS THE CHINA BORDER: At the village of Sha Tau Kok, on the border of China and the British New Territories, Admiral Boyd appears to be interested in a Chinese Army sentry. Recently Vice-Admiral Sir Denis Boyd, newly-appointed Commander-in-Chief of the British Pacific Fleet, visited units of No. 3 Commando Brigade stationed on the China Border in the British Territories opposite Hong Kong. He was accompanied by Major-General F. W. Festing, who commands the land forces at Hong Kong, and by Brigadier Fellowes, the Commander of No. 3 Commando Brigade

JAPANESE PRISONERS COLONISE THE JUNGLE ISLES OFF SINGAPORE: THERE ARE MANY SUCH ALLOTMENTS AS THESE THROUGHOUT THE PRISON COLONY. They grow market-garden produce, which supplements the prisoners' own basic food ration. The main crop of the islands is tapioca

FROM THE JETTY, BUILT BY THE PRISONERS AT GELANG, A LARGE WORKING PARTY OF JAPANESE EMBARKS FOR NEARBY RAMPANG: The prisoners travel fully-equipped as their duties sometimes take them 30 miles in one day

After the fall of Singapore and its return to British hands, one of the urgent problems was what to do with the Japanese prisoners of war. There were many thousands of them, and transport was not available for their return to Nippon. Ships are still scarce in the east. The solution was to ship off the prisoners to islands nearby, whence escape to Japan is almost impossible: very soon these islands became converted into prison colonies, with an area of fifteen square miles—greater than that of Singapore itself. In their new camps the Japanese clear the dense jungle, make roads, build bungalows in which to live, and cultivate the land. The commandant is Lieut.-Colonel J. H. Gillington, M.C. It has been stated that it will be many months before all the prisoners are sent back to Japan



MAJOR K. H. G. MILNE, K.R.R.C., AND LIEUT.-COLONEL J. H. GILLINGTON, M.C., IN CHARGE OF THE PRISON COLONY: The bungalow in the background was built by the Dutch for the unsuccessful pre-war rubber plantation which formerly occupied the site

CURFEW in TEL-AVIV

After the Discovery of a Jewish Arms Cache in the City

The headquarters of a British Army Battalion, which had been temporarily set up in the Techkimoni School in Tel-Aviv, was found on August 1 to be sitting on top of the biggest arms cache yet found during the wide search for terrorists in Palestine.

Thousands of rounds of ammunition, mortar bombs and hand grenades, and hundreds of rifles and pistols had already been found in sealed rooms below the main floor of the school building in the heart of the All-Jewish community. Sappers of the Airborne Division, still hacking away at false walls and other hollow-sounding places, had moved in the morning before and were still busy with their duties of rounding up the entire population of the district for screening

It was not until dawn on August 1 that the inspecting officer found a newly-bricked-up hole in a wall behind a huge crate of tools and began a full investigation. A curfew had been imposed on the inhabitants, and for four days they were kept virtual prisoners. On August 2 the curfew was lifted for two hours: people then raced out of their houses on bicycles and in cars, through streets which had been deathly quiet during the search, unprecedented in Palestinian history, for terrorists. Huge queues formed at the shops. Neither the police nor the military authorities reported any incidents during the entire search.

TEL-AVIV DURING THE FOUR-DAY CURFEW: Empty streets as men of the British Airborne Division install their telephone post at the barbed-wire barrier during the search for Jewish terrorists

SOLDIERS ON GUARD NEAR THE OPENING TO THE DETENTION PENS set up inside the yard of the Techkimoni School at Tel-Aviv after the arms cache had been discovered on August 1

MEMBERS OF THE PALESTINE POLICE FORCE QUESTIONING A RESIDENT OF TEL-AVIV living near the Techkimoni School after the huge arms cache had been discovered at the temporary headquarters of a British Army battalion in the All-Jewish community

ARMY LORRIES UNLOAD RESIDENTS OF TEL-AVIV, to be escorted to a school building for questioning by the Palestine Police during the systematic search through the city for Jewish terrorists

AFTER THE CURFEW HAD BEEN LIFTED FOR TWO HOURS on August 2, thousands of residents of Tel-Aviv flocked out of their houses to queue up for bread

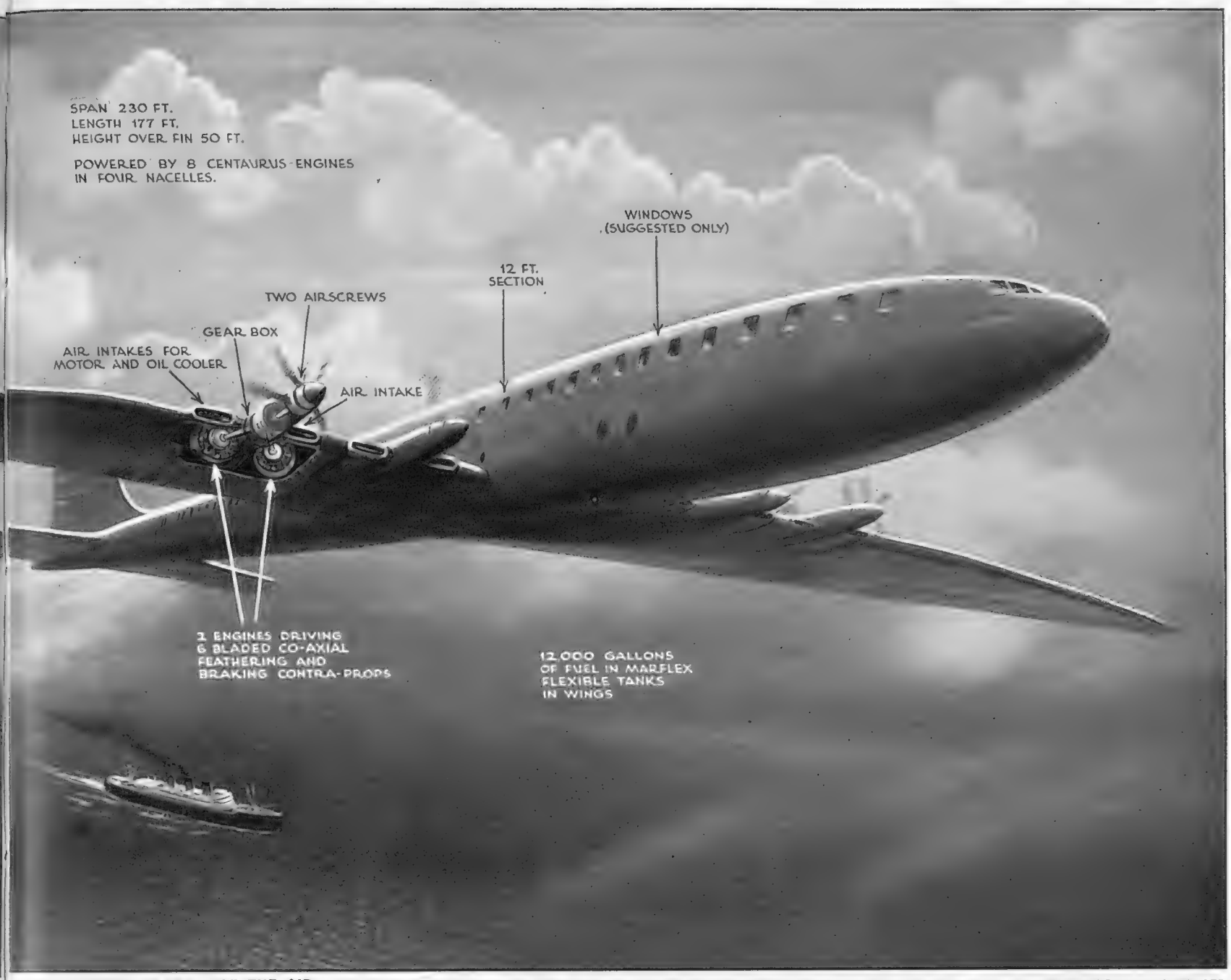
DURING THE SEARCH FOR SUSPECTED PERSONS IN TEL-AVIV, some of the residents were marked with different colours on their heads, in order to eliminate the innocent

THE NEW AMERICAN "FLYING WING" IN ACTUAL FLIGHT: THIS IS THE NORTHROP-BUILT XB35, SEEN HIGH ABOVE LOS ANGELES. It is only 53 ft. in length, but has a wing span of 172 ft.: it has now completed its first tests, and is declared capable of carrying an atom bomb or a 10,000 lb. bomb-load for some 10,000 miles. We have already published pictures showing the "Flying Wing" on the ground at the Northrop works in California: here is the latest picture of this experimental aircraft actually in flight over Los Angeles. It carries a crew of fifteen: there are eight bomb-bays, for sixty bombs; and even with a substantial load, the designers claim that it can stay in the air for 10,000 hours. There is no fuselage or tail, the plane being in effect one huge wing of 172 ft. from tip to tip. Its speed is stated to be very considerable, even exceeding that of many fighter-types. In all, the aircraft weighs 104 tons. The "Flying Wing" was built for, and is now being operated by, the U.S. Army Air Force

NEW AND REVOLUTIONARY TYPES OF AIRCRAFT

Experimental Planes and Huge Passenger-carrying Types

THE MOTOR-CYCLE OF THE AIR? THE "HOPPI-COPTER" NOW BEING DEVELOPED IN AMERICA: A tail view of an ingenious machine actually being flown by its inventor. A midget-sized helicopter, known as a "Hoppi-Copter" and called the "Motor-cycle of the Air" by its inventor, Horace Pentecost was demonstrated recently in Seattle. The machine, it is claimed, will be able to take-off and land from areas as small as 30 ft. square: it will carry a 200-lb. person some 200 miles at 90 miles per hour, with a 12,000 ft. maximum ceiling. It is hoped to put the machine into production within a year. In this picture Horace Pentecost is seen operating the gas throttle with his left hand. The pilot is strapped into the "cockpit" as in a conventional aircraft. In its present stage of development the "Hoppi-Copter" appears to be a somewhat hazardous aircraft for the amateur!



THE "QUEEN MARY" OF THE AIR: AN ARTIST'S IMPRESSION OF THE HUGE BRABAZON I, WHICH IS REGARDED AS THE MOST ADVANCED TYPE OF PASSENGER-CARRYING AIRCRAFT IN THIS COUNTRY. When launched, it will be far ahead of any other type in the world—*Drawing by Roland Davies*

When the huge Brabazon I is completed, it will fly at a cruising speed of 250 miles an hour between London and New York and at a height of 35,000 ft.—"above the weather." But it is not expected to take the air until the summer of 1947, when the new £1,500,000 hangar will have been completed at Filton, near Bristol. The Brabazon I has a span of 230 ft. and a length of 177 ft.: the height over the fin is 50 ft. The aircraft is powered by eight Centaurus engines coupled in pairs in four nacelles, each pair driving six-bladed propellers. The fuselage of this huge air-liner is cylindrical in shape, but only the 12-ft. section in the centre is actually a perfect cylinder. The plane will carry 12,000 gallons of fuel in tanks in the wings. A feature of the giant aircraft is the long nose stretching far forward of the wings. In the drawing above, the windows are conjectural, as these details have not yet been made public

***On left*—A NEW AMERICAN GLIDER which has been based on the "Flying Wing":** This is a man-carrying glider version of the "Flying Wing." It has been modelled on the Northrop B35 bombers, and was displayed for the first time at an airfield in California. Less than 30 ft. in span, it was built to test the efficiency of the "Flying Wing" design in jet bombs, and will now be used for the instruction of students. The existence of this glider was formerly a war secret

***On right*—A RELAY PLANE FOR EXPERIMENTAL TELEVISION FLIGHTS:** This experimental "Stratovision" plane, cruising high over Maryland, in the United States, is an important part of tests being conducted by the Westinghouse and Glenn L. Martin companies to overcome line-of-sight reception limitations of television and frequency modulation broadcasts. Using planes of the B29 type, similarly rigged, experts expect to be able to beam broadcasts to these planes, which, in turn, will relay the signals to sister-craft aloft, or to receivers within the relay plane's effective radius. The latter is now 240 air-line miles. With eight such planes, coast-to-coast transmission is believed possible; additional planes could provide 100 per cent. coverage

FROM THE COAST OF WEST AFRICA, THE WORK OF CARVERS IN BENIN PROVINCE : A Bini girl's head with conical headdress and tribal markings on her forehead. This is one of the fascinating collection of carvings now on exhibition in the newly-opened Georgian Gallery of the British Museum—(*See note on right*)

ANOTHER CARVING ON EXHIBITION IN THE BRITISH MUSEUM : This African warrior is wearing a spiked helmet adorned with a frontal boss. The whole of the face has been covered with a curious reticulation and all the features have been most realistically treated by the native artist

THE WORK OF A NATIVE ARTIST IN WEST AFRICA : The ivory mask of a Benin chief, with a row of curiously-carved heads surmounting the closely-fitting headdress. The chin is supported by a richly-carved collar (*See note below*)

The LOST ARTS of STRANGE PEOPLES

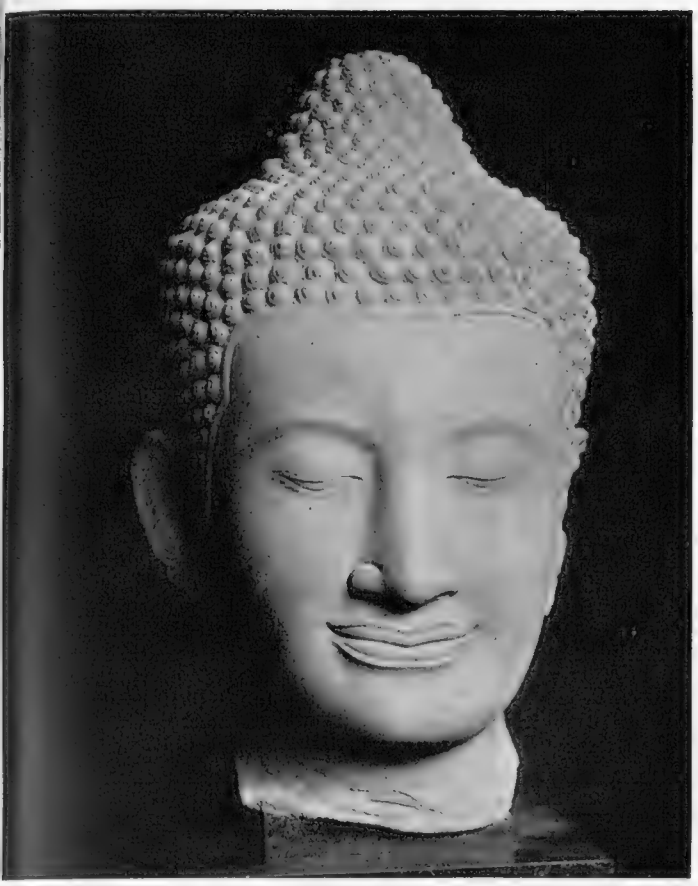
Carvings and Sculptures from Africa and Cambodia

—Exhibited in Paris and in London Museums

When the Benin province of West Africa was opened up by British missions it was discovered that native workers in bronze and ivory had for long been turning out works which at once attracted the attention of the art world. Numbers of these works were sent to this country. Sir Ralph Moor, High Commissioner for Southern Nigeria, alone sent home 300 sculptured panels, two-thirds of which went to the British Museum, where some of the finest examples of Benin art are now being exhibited for the first time since the war in the newly-opened Georgian gallery. The art of the Benin workers excels anything produced in Central Africa. The ivories are as good as the metal pieces. The skill of the sixteenth-century workers is not altogether lost, for certain modern pieces show considerable technical and artistic skill. Some of the bronzes are castings carried out by the wax process. The choice of subject ranged over a wide field. The bronze panels frequently show Benin warriors wearing imposing headdresses and decorated skirts reaching below the knee. The separate objects particularly remarkable for their artistry include a fine head of a young negress, a bronze panther, domestic fowls, and heads of warriors, some with high collars supporting the chin. The ivories include hunting horns, masks and carved elephants' tusks of considerable length. The realism of some of the pieces is remarkable

French archæologists and explorers have always been attracted by the Lake Chad district, and they are again turning their attention to this remote part of Central Africa. Interest was stimulated by stories concerning the ancient inhabitants brought back to Europe by a number of travellers during the latter half of the nineteenth and the beginning of the twentieth centuries. Although fragmentary, these accounts revealed that an important civilisation, that of the tribe of the Sao, existed to the south of Lake Chad.

The ancient tribe of the Sao, known traditionally as the "people of the Wall," trace their origin to a woman leader from Jerusalem, who bore twins, a boy and a girl. This pair were associated with a race of negro giants who wandered considerably before settling, in the twelfth century, in country to the south of Lake Chad. Walled towns were built in the Chad district, where traces are still to be found at Fort Lamy, Midigué, Afadé and Goulfeil. At Logone-Birni, on the left bank of the Logone, funerary urns have been found with human bones and jewels. At Fort Lamy vases with long necks, pots, statuettes of animals, bracelets, toys, etc., were unearthed; but, most interesting of all, astonishing human heads in earthenware, with receding foreheads, prominent eyes and open mouths. The Sao people worked in iron bronze, brass and earthenware



A WONDERFUL SPECIMEN OF KHMER ART EXHIBITED AT THE RE-OPENED MUSÉE GUIMET IN PARIS : The famous "Smile of Angkor," a Khmer head from Indonesia which dates back to the end of the twelfth century. It is a donation from the Governor-General

The Musée Guimet in Paris is one of the leading, yet lesser-known, national museums of France. Since the war it has grown considerably in importance. None of its art treasures were lost during the German occupation, and numerous outstanding acquisitions and donations have since been made, with the result that to-day the museum houses a unique collection of works of art from the Far East.

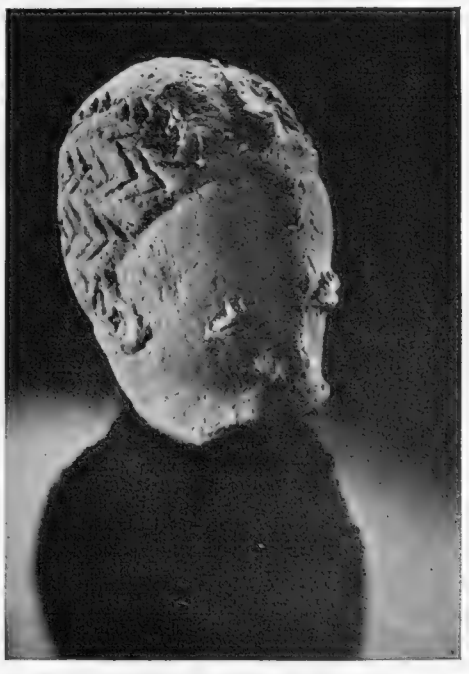
With the complete transformation of the Louvre, it has been decided to remove to the Musée Guimet the entire Chinese and Japanese collection from the larger museum. Work is now in progress with the object of opening the ground-floor rooms to the public at a very early date.

As with the possessions of other national museums of France, the greater part of the treasures were transported at the beginning of the war to places of safety, mostly amongst the chateaux of the Loire and principally that of Chambord. The specimens of Khmer art have now been reunited, together with new acquisitions, in an imposing new ensemble and setting. Most important amongst the sixty or seventy new acquisitions are the two remarkable examples of Cambodian and Javanese sculpture given here. A special effort has been made to exhibit them to the best advantage

DATING BACK TO THE FIRST HALF OF THE TENTH CENTURY : A wonderful statue of the Horse Balaha, an incarnation of the Bodhisattva Lokesvara. This is a splendid example of Khmer art from Indo-China (*See note at left*)

EVIDENCE OF A LOST CIVILISATION IN THE LAKE CHAD DISTRICT OF CENTRAL AFRICA : An earthenware head from Fort Lamy, fashioned centuries ago by a negro craftsman and brought to light recently during the course of a French expedition

ANOTHER POTTERY HEAD FROM THE LAKE CHAD DISTRICT : With wide-open mouth and bulbous nose, this emanates from Midigué, from the ancient tribe of the Sao



A POTTERY HEAD FROM MARA : A unique round-headed specimen with deep forehead and protruding eyebrows, now in French possession (*See note at left*)

THE WALL MAP USED BY GENERAL EISENHOWER FOR THE D-DAY OPERATIONS IN JUNE 1944: IT IS TO BE FOUND ON A WALL AT SOUTHWICK PARK, FAREHAM. It was unveiled on August 7 at a Thanksgiving Ceremony for the success of the operation, when this picture was taken

THE D-DAY WALL MAP

And Some New Pictures of British and American Inventions

In a room full of naval memories, where General Eisenhower watched as the D-Day assault was being launched, a commemorative plaque and wall map has just been unveiled at a Thanksgiving Ceremony for the success of the operation which began on June 6, 1944 and which led to the liberation of Europe from the German domination. The wall map is in the Naval War Room in H.M.S. *Dryad* at Southwick Park, Fareham, Hampshire: it remains in the same position as when it was in use as the main tactical "plot" on which were shown all naval movements before, during and after the invasion of the Continent. It was here that the Supreme Commander watched the historic events on D-Day as the assault on the French coast was pressed home. The unveiling ceremony was performed by Rear-Admiral G. E. Creasy, R.N.

THE UNVEILING OF THE WAR MAP IN THE NAVAL WAR ROOM OF H.M.S. "DRYAD" AT SOUTHWICK PARK: A picture taken just after the Ceremony, as Allied Officers inspected the huge plan. *On right*—Rear-Admiral G. E. Creasy, who unveiled the map and the commemorative plaque, with British and American Staff Officers who helped in the planning of the D-Day operations

TWO VIEWS OF A NEW UNSINKABLE LIFEBOAT, which has just passed stringent British and American tests : A lifeboat which is claimed to be unsinkable, uncapsizeable and self-emptying, has been invented by Mr. H. A. Gaskin, of London. A prototype has successfully passed the stringent tests of the Board of Trade and American authorities. The craft is 45 ft. long and 10 ft. broad it is described as two boats fashioned bottom-to-bottom. If either section is uppermost, an air cushion underneath makes it non-capsizeable. The diesel engine will work in either position, and the non-return valves will empty the boat of water and save baling. It has a capacity of eighty passengers and crew, and space for water and food for six months. The two pictures above show the inventor with a model of his craft, known as the "Reliance"

A NEW CABIN TRACTOR for use on the farm in all weathers : Designed by Mr. R. Daniell, a farmer of Honington, Grantham, this new tractor cabin makes considerable use of Perspex, the material used for aeroplane windscreens and turrets. Revolutionary in design, the tractor affords complete protection for the driver and provides 100 per cent. visibility in all directions, even of the ground below the vehicle. It makes the use of the tractor possible in all weathers, and in all farming operations. The designer, Mr. Daniell is here seen talking to the driver in the tractor's cabin

A GIANT WIND TUNNEL BUILT IN AMERICA for the testing of aircraft models designed for the highest speeds : At the Ames Aeronautical Laboratory at Moffett Field in California, a new wind tunnel has just been constructed at a cost of 3,750,000 dollars. The picture given above shows its colossal size, as gauged by the motor cars in the bottom right. It will be capable of the most exacting tests for planes designed for a speed faster than that of sound. The wind tunnel provides high air speeds of low turbulence and, in addition, handles air under high pressure to achieve full-scale results from complete aircraft models. The results are witnessed and recorded in the building around which the tunnel has been built

A NEW ROAD-LAYING MACHINE WHICH CAN COVER NEARLY HALF-A-MILE IN ONE DAY and re-lay a road surface like a carpet : British trunk roads are to be given new surfaces by a fleet of these machines. This picture was taken at a demonstration given recently at Wrotham in Kent, when Mr. A. Barnes, Minister of Transport, inspected the Barber-Greene Road-Laying Machine. This huge vehicle can lay a light carpet of tarred, or bituminous, macadam over nearly half-a-mile of road in one day, employing only four men for the purpose. The first dozen machines have already been bought by the Ministry from the Services, and more are to be acquired when there is no further Service need for them. The huge machines came to Britain in 1941 from the United States to lay runways on airfields in this country. It is anticipated that they will represent an enormous saving in labour and time. Each machine costs about £2,500

THE GIANT CUNARD-WHITE STAR LINER "QUEEN ELIZABETH" OCCUPIES THE ENTIRE AREA OF THE HUGE KING GEORGE V GRAVING-DOCK AT SOUTHAMPTON, where she has been berthed for conversion from a troopship back into a luxury transatlantic passenger-liner. It took ninety minutes of manœuvring before the "Queen Elizabeth" was successfully docked

TWO "QUEENS" IN DOCK AT SOUTHAMPTON

The Reconversion of the "Queen Elizabeth"

After her demobilisation from war service, during the course of which she steamed 500,000 miles, the *Queen Elizabeth* was brought down from the Clyde to Southampton. She has now been successfully moved from Berth 101 into the huge King George V graving dock, for conversion into a passenger-liner. This operation was delayed for twelve hours owing to unfavourable weather: it took ninety minutes to get the 85,000-ton ship into the dock, and there was very little room to spare at the end of it! The entry was carried out in a fairly strong wind, which caused the starboard side of her hull to graze the buttresses slightly. The *Queen Elizabeth* is to make her first sailing to New York on October 16

THE COLOSSAL SIZE OF THE "QUEEN ELIZABETH'S" SUPERSTRUCTURE is well brought out in this picture, which was taken from a lofty point of vantage overlooking the King George V graving-dock

IN DOCK TOGETHER: AT THE MOMENT WHEN THE "QUEEN ELIZABETH" WAS BEING MANŒUVRED INTO HER BERTH TWO OTHER FAMOUS CROSS-ATLANTIC LINERS WERE ALSO IN HARBOUR AT SOUTHAMPTON. They were the "Aquitania" (on left) and the "Queen Mary" (on right). The latter, sister to the "Queen Elizabeth," is already engaged on the passenger route across the Atlantic, plying between Southampton and New York. She, too, was engaged during the war as a troopship

PRINCESS ELIZABETH IN HER BARDIC ROBES entering the Pavilion at Mountain Ash for the ceremony of the Crowning of the Bard at the National Eisteddfod

PRINCESS ELIZABETH BECOMES A BARD

At the Welsh National Eisteddfod at Mountain Ash

THE ACTUAL INITIATION CEREMONY, WHEN THE PRINCESS WAS GIVEN THE TITLE OF "ELIZABETH OF WINDSOR": She is holding out both hands to the Arch-Druid Crys at the foot of the Logan Stone and is wearing the emerald green robe of novitiate

The Welsh mining village of Mountain Ash—a depressed area before the war and a black spot of unemployment now—sprang back into life a few days ago when it became the centre for the Welsh National Eisteddfod. During the week's ceremonies Princess Elizabeth was invested as a Bard and initiated into the mystic Gorsedd on a mountain side above the village. It will be remembered that the King and Queen were similarly admitted into the Gorsedd in 1926, when they were still Duke and Duchess of York.

The Bards are distinguished Welsh poets and musicians who meet at the annual Eisteddfod to compete for the highest artistic awards. The last Eisteddfod at Mountain Ash was held over 40 years ago. The Logan Stone was the central point during the ceremonies, and it was around this that the Bards, in their white, blue and green robes, gathered to witness the entry of the Princess

BEFORE THE LOGAN STONE IN THE OPEN AIR: The Princess dressed in the green robe of a Bardic Ovate just before she was invested as a Bard

A GENERAL VIEW OF THE IMPRESSIVE SCENE AT MOUNTAIN ASH, GLAMORGAN: The Arch-Druid is the central figure, standing on the Logan Stone. Around him are the Bards and a vast concourse of Welsh people who had come to witness the arrival of Princess Elizabeth

MR. ERNEST BEVIN LEAVES FOR THE COUNTRY: This picture, the first taken since his recent illness, shows the Foreign Secretary leaving his flat at Phillimore Court for the country to recuperate

THE FUTURE RESIDENCE OF MR. BEVIN AND HIS SUCCESSORS IN THE FOREIGN OFFICE: THE NEW OFFICIAL RESIDENCE OF THE BRITISH FOREIGN SECRETARY AT NO. 1, CARLTON GARDENS. At the moment it is surrounded with scaffolding, so that the wartime bomb damage might be repaired. When Mr. Ernest Bevin moves into his new official residence at No. 1, Carlton Gardens his next-door neighbour will be Queen Mary, at Marlborough House. The residence is being adapted so that Mr. Bevin may be able to entertain foreign guests. There are thirty-one rooms in the house. Fifty workmen are already busy modernising the rooms, and steel scaffolding forms a network for the extensive alterations and repairs being carried out. The house was occupied by General de Gaulle and the Free French Government during the war. The first two floors are the "official entertainment" quarters. The third and fourth floors will be the home of Mr. and Mrs. Bevin

HOME NEWS-ITEMS SHOWN in PICTURES

THE FRENCH BATTLESHIP "RICHELIEU" ARRIVES AT PORTSMOUTH, TO TAKE OVER THE BRITISH AIRCRAFT-CARRIER "COLOSSUS": The 35,000-ton battleship *Richelieu*—largest vessel in the French Navy—arrived at Portsmouth on August 2, with 780 officers and men aboard, for the purpose of taking over the aircraft-carrier *Colossus*, on loan to France for five years. The *Richelieu* was built in 1939: she is 792 ft. long and has a speed of 31 knots; her main armament is eight 15-in. guns. After her arrival the battleship was open to the public for inspection, and thousands went aboard to visit her. During the war the *Richelieu* was put out of action at Dakar by a handful of Royal Naval men in a rowing-boat. During their stay in this country some of the French officers and men came up from Portsmouth, to march through Central London and the City to lunch at the Guildhall

GERMAN PRISONERS OF WAR attend Sunday morning service in an English church: At the invitation of the vicar of Christchurch, Cockfosters, they attend the Sunday morning service. They are allowed to mingle with the congregation and join in the singing. They come from a nearby camp and work on neighbouring farms

PRISONERS DEMAND TO BE SENT HOME: This notice appeared overnight on a wall at the works of the London Brick Company at Stewartby, in Bedfordshire. A "propaganda campaign" to expedite their return home has been started by German prisoners of war in Britain. Slogans urging prisoners' return to Germany are appearing on walls, and leaflets, some bearing the words: "Christians! Send home your slaves!" have been dropped by prisoners. Meanwhile, the War Office is selecting 20,000 of the 388,000 Germans in Britain for repatriation to provide labour for German farms and industry. Each man selected is an anti-Nazi or one who has lost his Nazi sympathies

A MALAYAN SILVER CASKET PRESENTED TO PRINCESS ELIZABETH at Buckingham Palace, the gift of Singapore internees and nurses: A silver casket made by three generations of Malayan craftsmen has just been presented to Princess Elizabeth by Mr. E. N. T. Cummins, honorary secretary of Singapore Sick Internees, and Mrs. Elizabeth Choy, O.B.E., representing Singapore nurses. The casket left Malayan possession twenty-five years ago, and during the Japanese occupation of the territory was hidden in an internment camp by an internee for three-and-a-half years, without anyone else in the camp knowing the treasure was there

THE CHIEF OF AIR STAFF AT HOME: WITH HIS BABY SON, RICHARD, AND LADY TEDDER, HIS SECOND WIFE. Marshal of the Royal Air Force Lord Tedder is the new Chief of Air Staff in succession to Lord Portal. His marriage to Lady Tedder took place in 1943 whilst both bride and groom were serving in North Africa: their baby son, Richard, has been nicknamed "Widget"—which means a baby gremlin! This picture is the first to be taken of young Richard. Lord Tedder has three other children, two sons and a daughter, by his first marriage

HITLER'S LUXURY YACHT, THE "GRILLE," PRESENTED TO THE FALLEN DICTATOR BY THE GERMAN PEOPLE, but now in British hands and up for sale by the Admiralty: The ex-German yacht *Grille* was presented to Hitler by the German nation. It is reputed to have cost £1,000,000 to build and another £1,000,000 to rig up. After it came into British possession it was offered for sale by the Director of Small Craft Disposals, and it was stated that it had been purchased for £68,000. This was later denied by the Admiralty. Built at Hamburg and launched in December 1934, the vessel has a considerable number of cabins, conference rooms, etc., and would appear to be a suitable craft for a pleasure cruiser. During the war the Germans used her as a minelayer, commerce raider and operational base ship for U-boats. It was from the *Grille* that Grand Admiral Doenitz announced the death of the Führer

AN EX-PARACHUTIST FORMS A STUNT TEAM to work in British films: Captain Jock Easton, M.C., ex-parachutist of the Special Air Service, who twice escaped after being captured during the war, is forming a "stunt team" to work in British films. In it will be former Commando and parachute men who will work with experienced film stunters. Captain Easton, thirty-three years of age and over 6 ft. tall, has had no trouble in getting together a team of thirty. The team's repertoire includes jumping from aircraft, crashing cars and aircraft, fighting, fencing or swimming for their lives, racing motor-cycles, or being thrown through windows. Captain Jock Easton is on the left of this picture. With him is Major Gillander

MASSINE RETURNS TO LONDON, with Irina Baronova, for the first time since 1938. Leonide Massine, the great Russian dancer and choreographer, and Irina Baronova, Russian prima ballerina, arrived at London Airport a few days ago from New York. They are to star in the forthcoming London production of *A Ballet in the Ballet*, based on the satirical novel by Caryl Brahms and S. J. Simon. M. Massine has not appeared in London since 1938, and Mlle. Baronova left England with the Russian Ballet in 1939

OLD AND NEW LONDON

A Scene of Former Nazi Grandeur and a Result of Nazi Devastation

THE STABLES OF A SIXTEENTH-CENTURY COACHING HOUSE, BEHIND CARLTON HOUSE TERRACE: The scene of a luxurious apartment maintained during his residence in London by ex-German Ambassador Joachim von Ribbentrop

Carlton House Terrace has witnessed many scenes of grandeur in the near and distant past. But, significantly, it was left to Joachim von Ribbentrop, now awaiting sentence at Nuremberg, to make use of the stables at the back for private pleasures of his own. These stables belong to a sixteenth-century coaching house and are now used as garages, two of which belonged to the ex-German Ambassador. After the declaration of war, investigators found that the flat above these stables was most luxuriously appointed, although it was supposed to be tenanted by Ribbentrop's chauffeur. The three garages adjacent to Ribbentrop's belonged to the late Lord Lonsdale, and it was there that his fleet of yellow Rolls-Royces were kept. The Duke of Roxburghe garaged his cars in the next three stables

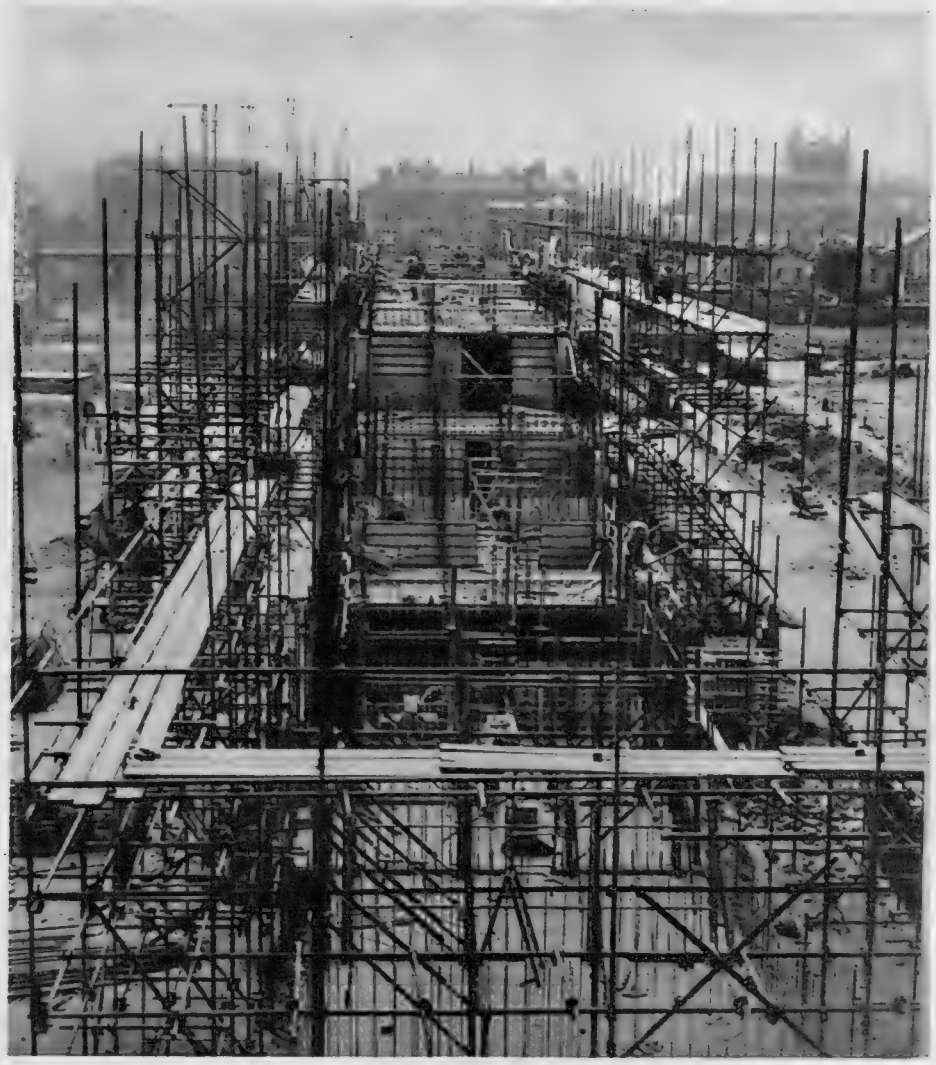
THE ENTRANCE TO THE PASSAGE, WHERE RIBBENTROP KEPT A FLAT: It joins Cockspur Street to Carlton House Terrace, the back of which can be seen at the top of the steps

A STATUE OF MARY, QUEEN OF SCOTS IN FLEET STREET: Although, at first glance, this life-size statue of Mary, Queen of Scots appears to be in an ecclesiastical setting, it is, in fact, situated above a chemist's shop and a restaurant in one of the older and grimier buildings of Fleet Street. No. 143-144, Fleet Street, known as Mary, Queen of Scots House, contains a typical selection of Fleet Street tenants—newspaper offices, advertising agents and artists' agents

BETHNAL GREEN, IN THE COUNTY OF LONDON, IS THE SITE OF LONDON'S FIRST ALL-CONCRETE FLATS: A general view of the construction of the estate which, when completed, will consist of eight blocks and will contain 233 flats. Work was begun six months ago and should be completed by April of next year. It is estimated that the new process used in the building will effect a saving of eight months over the time required for normal construction

LAYING THE FOUNDATIONS: Considerable progress has been made in six months. The foundations have been laid and, in several blocks, the outside walls are nearly completed

THE FLATS WILL HAVE BALCONIES: A view that indicates that the flats will be pleasant to look at. They have good windows and balconies



THE AGE OF STEEL AND CONCRETE: Inside this tracery of steel girders the workers' flats are being constructed by the most modern process

Nazi bombs caused terrible devastation in London's working-class districts and the housing shortage is one of the greatest problems facing the present Government. It has made it necessary for new processes to be tried out which have met with varying degrees of success. In the East End of London, near Mare Street, Bethnal Green, London's first all-concrete flats are being erected by a method that permits unskilled workers to do much of the building. This is known as the "monolithic concrete system," each building consisting of a series of concrete cells. The walls are constructed by first erecting a framework of sound-resisting and insulating boards, then filling the gap between them with concrete. The boards are left in position to form the faces of the walls and to prevent the "sweating" that is one of the disadvantages of many concrete buildings. The estate, known as the Minerva Estate, is to cost the London County Council an estimated sum of £307,000 and should be completed by April 1947

THE DEVELOPMENT OF BRITISH INSURANCE

From an Opportunity for Gambling to International Finance

By CHARLES GRAVES

THE dramatic case of the *American Farmer*, the big U.S. cargo-vessel abandoned by her crew and taken in tow by the little British ship *Elizabete*, once again throws the limelight on the international aspect of British insurance. For British assurance offices—as they prefer to call themselves—are, like Lloyds, naturally interested in the matter. I say "naturally" because in the past 235 years since the Sun Insurance Office was founded, British policies have been popular all over the world, and the phrase "A 1 at Lloyds" is an international household word. Against which there is not a single American insurance office doing business in this country, despite the enormous difference in the financial status of the United States and the United Kingdom.

True, the Metropolitan Life of New York had a cut at it just after the last war, but it was not a success. This is just as well, because insurance to-day provides an important part of our invisible exports—no less than £20,000,000 profit accruing to us annually from overseas; which is one of the principal reasons why the fanatical Sir Stafford Cripps has decided not to go through with any attempt to upset the golden apple-cart by nationalising insurance. He realises that it is impossible to nationalise the international.

The history of insurance is fascinating. If one skips the romantic theory that the Rhodians invented it B.C., it will be found that insurance really began in 533 A.D., in the reign of Justinian; was forgotten in the Dark Ages, was revived and consolidated in the fourteenth century by the Hanseatic League, with Bruges as its headquarters. The first British Marine Assurance Act bears the date of 1601, after which charters were granted to those two great corporations, the Royal Exchange Assurance and the London Assurance, and the whole thing was put on a legal and scientific basis. In historical order, life insurance followed upon marine, and fire insurance upon life, just as the Fire of London followed the Great Plague.

Life insurance would probably have become established, like marine insurance, many years previously but for one fatal difference. The value of a ship was known. The price which its cargo would fetch in the market was also known. But with regard to life, there were no actuarial figures, and life insurance was a complete gamble, like roulette (not then invented). Really, of course, the idea of insurance is the exact opposite of gambling. One aims at quick gains; the other tries to protect one from loss. Nevertheless, marine insurance took its origin from the theories of chance as shown at the gaming tables, and led to the popularity of a brand-new form of gambling which achieved an extraordinary vogue in the eighteenth century until it was stopped by the Gaming Act of 1770.

From the start of the eighteenth century, gambling in policies superseded the legitimate business of insurance. The life of Sir Robert Walpole was always available for insurance by people who had no personal interest in his death or survival. That was a routine speculation. It is hard to imagine what the public would have thought if, when the present King visited his troops at Mouchy in December 1939, large premiums had been asked and paid against his return. Yet that is just what happened to George II. When he fought Dettingen, 25 per cent. was openly paid against his return. The movements of the Young Pretender in '45 provided the public with anxiety in the morning and the chance of cashing-in during the afternoon. His march to Derby at the head of his Highlanders, and his subsequent retreat, put a good deal of money into the hands of the assurers of Lloyds. Even when he was a fugitive in the Western Islands he was insured against capture and decapitation.

Many people will remember how Lady Nithsdale rescued her husband from the Tower by exchanging clothes with him and staying behind. This dashing exploit caused the utmost indignation in the City of London, because so many underwriters stood to lose if Lord Nithsdale kept his head on his shoulders. Would Admiral Byng be condemned and shot? Would he be condemned and not shot? Would he be acquitted? What was the value of the life of the Duke of Newcastle, the English Prime Minister, when Minarka was lost? Any of these problems could, and did, form the subject of a wager by means of a policy of assurance.

After the South Sea Bubble had swelled and burst, had come a number of remarkable frauds, compared with which the rosary trick and the other exploits of Australian "con-men" just after World War I were child's play. No one asked any questions; all were too anxious to buy. There was a scheme of undertaking funerals to any part of Great Britain. Another for making looking-glasses and coach glasses, with a capital of £2,000,000. Another for building and rebuilding houses throughout all England, with a capital of £3,000,000. Another for making deal boards out of sawdust. Another for "carrying on an undertaking to great advantage, but no one to know what it is."

In spite of all this, the Royal Exchange Assurance Corporation and the London Assurance came into being and amalgamated within the year. Two years later, the joint organisation opened a branch in Dublin. Within a year it appointed its first fire agent and a messenger, whose business it was to fix the firemarks upon the houses insured and, in his spare time, to run messages for the office.

Other insurance companies soon came into being, but the custom by which each of them kept its own firemen was a bad one in the public interest, for it meant that if the house in flames bore the firemark of a different company, the firemen simply went home and left the building burning. (It was not until 1866 that the Metropolitan Fire Brigade came into existence.)

As time went on, insurance companies started in various parts of the country outside London. The London companies found that fires in Liverpool happened far too often, while the merchants and property owners of that rising part considered the London companies' rates of fire premium far too high. Thus it was that the Liverpool Life Insurance Company was initiated in Water Street, Liverpool (a good name for the offices of a fire insurance company).

Within a fortnight, fire insurance to the amount of over £100,000 had been effected.

In the meantime, the Phœnix—the last British company remaining in America—had been forced to close down during the senseless war of 1812, and for thirty-six years no attempt had been made by London offices to cross the Atlantic.

By the middle of last century, life insurance became quite a hobby amongst all classes of the community. The nobleman in possession of large revenues from entailed estates saw in it a fitting means of providing for the younger branches of the family. The wealthy merchant found in it the security he needed against the upsetting of his plans by his death, and to quote an annual report of one of the insurance companies in 1852: "The professional man and the tradesman, the official, the clerk and the artisan; those with fixed incomes and those of uncertain means, are alike fast learning that there is a clear term of commendation in the remark: 'he has insured his life.'" The expansion of this particular company is typical of the others. By 1885 it had offices in Montreal, Melbourne, Sydney and San Francisco, as well as agents in Hamburg, Lisbon, Calcutta, Manila, Rio de Janeiro and Hong Kong. The year 1857 was, of course, a bad one. The Indian Mutiny, the aftermath of the Crimea, and the fall in commodity prices all combined to diminish business, and many weak insurance companies were forced to the wall. Then came the American Civil War, with its consequent cotton famine in Lancashire. One of the British companies' agents was General Joseph Johnston, who fought against the notorious Sherman when he marched through Georgia. Soon after peace was declared, General Johnston rode round to pay his company's claims with bags of gold strapped over his saddle, paying fire losses incurred during the Sherman expedition which, in his own words, "was calculated to leave nothing for even the crows to feed upon."

This is the first of two articles. The second will appear next week.

THE "AMERICAN FARMER," ABANDONED IN THE ATLANTIC AFTER COLLISION WITH THE "WILLIAM J. RIDDLE": This picture was taken by an R.A.F. Liberator of Coastal Command shortly after the accident. The 8,258-ton American food-ship the *American Farmer*, valued at £1,250,000, was abandoned in mid-Atlantic. The R.A.F. Liberator, from which the above picture was taken, radioed for assistance and the first on the scene was a Cardiff boat, the 2,039-ton *Elizabete*, under the command of Captain E. Millers. He put a part-crew on board and decided to tow her to port. But later a sister-ship of the *American Farmer*, the *American Ranger*, came alongside, cut the tow ropes, put her own crew on board and replaced the Red Ensign with the American Ensign. Meanwhile an American destroyer, the *Perry*, arrived and stood by, and Captain Millers was ordered by the authorities to give up his tow lines. The Hudson Steamship Company, Ltd., who manage the *Elizabete* for the Ministry of War Transport, have made representations to the Admiralty; while the United States Lines, owners of the *American Farmer*, have instructed solicitors to put up bail for their vessel

THE PASSENGERS AND CREW OF THE "AMERICAN FARMER" ABANDON SHIP: A lifeboat from the "American Farmer" comes alongside the "William J. Riddle." A baby, carried by one of the ship's officers, is the first to go up the ladder. The two boats had collided, and the "American Farmer," getting the worst of the encounter, had to be abandoned in mid-Atlantic

A JUVENILE COURT IN AMERICA

Depicted on the Stage in *Pick-Up Girl*, at the Prince of Wales Theatre

The entire action of this powerful play takes place in an American court. It affords a vivid insight into the manner in which such courts function, and provides a commentary on a phase of life which is causing concern to many social workers

1.—MRS. MARTI LAYS AN INFORMATION which leads to the arrest of a fifteen-year-old girl caught in an act of immorality: she has done this in the interests of her own son, who is in love with the girl

2.—JUDGE BENTLEY OF THE JUVENILE COURT, a man of penetration and character, cross-examines Peter Marti, a young music student, who is in love with the "pick-up girl," charged with immorality

3.—THE LAW HAS BEEN SET IN MOTION by the mother of the young boy who has fallen into the toils of the "pick-up girl." She has been arrested by a young policeman, who is here unwillingly giving evidence of the arrest of the juvenile delinquent and of the conditions under which the arrest was made. The judge is compelled to take a gloomy view of the case

4.—THE JUVENILE COURT JUDGE IS A HUMANE, UNDERSTANDING MAN: Elizabeth Collins, the "pick-up girl," is only fifteen years of age. She pleads with the judge not to send her away to a Home for Delinquents, but he has no option: she is already suffering from disease. Elizabeth Collins is the girl against whom Mrs. Marti laid an information because of her immoral conduct

5.—THE GIRL'S FATHER RETURNS FROM CALIFORNIA, where he had gone in quest of work, to find that his daughter is up before the Juvenile Court charged with immorality. Mrs. Collins, the girl's mother, looks on with gloom and foreboding. She has been unable, through force of circumstance, to check the girl's disastrous career. In the end there is no escape for the young delinquent. She is compelled to go to the Home, for physical and moral regeneration

6.—A TRAGEDY OF ENVIRONMENT AND CIRCUMSTANCE: Mrs. Collins, mother of the accused girl, supported by her husband, tries to explain to the judge that they have not been able to exercise the supervision over their child which they would have liked to do. The husband was out of work and had been compelled to travel to the other side of the Continent, and the mother had to be out all day and night, to make both ends meet—with terrible effects on the daughter

7.—PETER MARTI AND ELIZABETH COLLINS: The two young people who are the central figures in this tragic play of immature and blighted love

Pick-Up Girl was first presented in May last at the Lindsey Theatre Club. Although its subject-matter was at first considered to be unsuitable for public performance, it has now been put on at the Prince of Wales Theatre. The entire action takes place in an American Juvenile Court and deals with a "particularly heartrending case of sex delinquency," as *The Times* critic puts it. The play affords considerable insight into the conduct of American juvenile courts; and also provides a glimpse of one of the many difficult problems confronting social workers in the States

On left—Peter, the young music student who is in love with the girl on trial, leaves his treasured violin in her keeping whilst he goes into court to give unavailing evidence on her behalf

On right—Although he knows what she has done, and that she must be cured of disease, Peter's love for Elizabeth is strong enough for him to plan her escape and to offer to marry her

8.—CIRCUMSTANCE PROVES TOO STRONG: The girl has already agreed to go into the Home, and she says good-bye to her young lover

New Lamps and Old

TRUTH and LEGEND about an ECCENTRIC

Second of a New Monthly Series of Essays by JOHN GORE

THE biography of Jack Mytton is not now (and never was) so well worth the trouble of compilation as that of George Payne or Osbaldeston.

The biographer's first duty is a careful sifting of evidence, a meticulous regard for the truth, the whole truth, and nothing but the truth. When his subject happens to have been a long-dead eccentric-to-the-verge-of-insanity, the legends which grow up around the subject in his lifetime, and still larger than life-size after his death, enclose him in a jungle of mingled facts and fantasies impenetrable to a seeker after pure truth.

And when that eccentric is an eccentric of the Turf, the hunting-field, the gambler's table, or the prize-ring, the jungle of fantasy has its most luxuriant growth, for in these quarters a good story concerning a rum 'un is most sure of appreciation and accordingly of embellishment as generation succeeds generation.

Mr. G. F. R. Barker was chosen to write the appropriate column of details of Jack Mytton's career for D.N.B. We may be sure he buckled to his task with a strict determination to sift the truth from the legends and embellishments. He was able to draw upon a reasonably wide variety of sources and authorities, but it is right to record that the bulk of them were the writings of sporting journalists whose function has always been as much to amuse and to please as to enlighten and record plain facts.

Whether Jack Mytton was deserving of a place in D.N.B. is not for me to say. I do not know what is the policy and what the standards of that great Record of British Worthies. He was the son of a country squire who inherited a handsome fortune in infancy. He was expelled from one (or perhaps two) public schools, he became for one year a cornet in the 7th Hussars, he served as High Sheriff for two counties, was M.P. for Shrewsbury for one year, was a famous M.F.H., was a champion at most field sports, a master of stunts and reckless pranks, was twice married, and dissipated the whole of his fortune by reckless gambling on the Turf and elsewhere and by insane indulgence. And he died of D.T. at the age of thirty-seven in the King's Bench Prison.

All these are facts easily provable by indisputable and often dull authorities. But the legend, which presumably gained him access to the National Valhalla, is not so easy to reduce to dimensions acceptable as proven fact in a British Court of Law.

It is rather different with his two chief rivals—"Squire" Osbaldeston and George Payne. Jack Mytton is a will o' the wisp, an imp, a fairy-tale. The other two are flesh-and-blood figures, who rubbed shoulders with dependable men whose authority we may often rely on. They possessed, moreover, a certain stability of character (if one may employ such a term to describe men of that kidney) which sharply divides them in category from poor Jack, who, truth to tell, was far advanced in lunacy by the time he was breeched.

"The Squire" and Payne could have passed muster in the sober company of statesmen and bishops. They sometimes did so and got through the ordeal with credit or at least without adverse remark. But Jack Mytton must always have been the devil in the nunnery, a marked man, an imp sticking pins into the bishop's gaiters or setting a match to the statesman's whiskers.

It is worth while to get at the truth (so far as may be) about George Payne. "The Squire's" career has been documented biographically, autobiographically, seriously and not so seriously, *ad nauseam*.

Jack Mytton's life is not worth (and not susceptible of) very serious examination in more than a few pages to-day.

The Muttons—for so they called themselves until the middle of the sixteenth century—had been long established in the neighbourhood of Shrewsbury.

From the middle of the fourteenth century until the time of Jack Mytton it was the usual thing for the appropriate Mutton or Mytton to represent Shrewsbury in Parliament or to stand his turn as High Sheriff of the county.

It would be dangerous to argue from these dependable records of service that Jack, coming at the end of a long line (five centuries) of forebears possessed of a stern sense of public duty and responsibility, was a first sharp reaction in the family tree. Until at least the time of the first Reform Bill of 1832, representation in Parliament of his own borough by a wealthy squire entailed no great sacrifice of leisure, no considerable surrender of personal inclinations. The Muttons and the Myttons who represented Shrewsbury through five generations threw out no more than one single worthy considered by posterity fit for a niche in D.N.B. That one was Thomas Mytton who died in 1656 at the age of about sixty, who embraced the Parliamentary cause in the "troubles," and did very well for himself and the cause by defeating Royalists and appropriating their estates.

He was Governor of Oswestry, a Cromwellian agent in Shropshire and on the Welsh border and a Member for Shrewsbury in Cromwell's first Parliament.

The rest is silence on the Myttons in D.N.B.—until Jack came to be considered.

We may fairly assume that the bulk of them were typical squires of a very Tory county, and generation after generation hunted, shot, drank and managed their estates and took what their landed position offered them, and did what was expected of them without any outstanding sense of public duty or sacrifice of personal liberty.

They intermarried with their neighbour squires in the Marches—the Owens of Condover, the Harrises of Montgomeryshire, and so on—and Jack, who was born in 1796, was the only son of John Mytton of Halston by Harriet, daughter of William Mostyn Owen, of Woodhouse, and grandson of another John. The grandfather was defeated by, the father beat, a Corbet in the elections for the representation of the borough.

The family is first found seated at Halston (or Holystone) in 1550. Jack certainly came of a very ancient line, firmly established on broad acres. His eccentricities were, in part, no doubt the result of home-staying, in-breeding and easy self-indulgence over many centuries, accentuated by lack of discipline, education and good influence in his childhood and youth.

"Nimrod" who wrote his "Life," and Alken and Rawlins who luridly illustrated that urious work, did more to throw doubt than to throw light on the truth about Jack Mytton and his legendary stunts and foolhardy actions. Indeed, they did ill service to their subject's undoubted physical qualities of skill at field sports.

But if we soberly dismiss as exaggeration 50 per cent. of his famous exploits—his tandem-jumping over toll-gates, his gallop across a rabbit warren, his bear-riding in the dining-room, his six bottles of port a day, his winter shooting in nakedness and so on—Jack Mytton will still remain a notable lunatic whose short career is more worthy of the scientific records of Bedlam than of a summary in the Book of British Worthies.

CRICKET in the REGENT'S DAY

The early days of English cricket were commemorated at Brighton, during the recent Regency Festival, when a match was played between the Brighton team and the Hambledon Club, the first cricket club to be formed in this country. The top-hatted players seem clumsily attired for our modern game and the two-stump wicket and crudely-shaped bat make the inevitable arguments as to whether cricketers of the past were superior or inferior to the present-day breed difficult to assess. The score was kept by two scorers, one of whom cut a nick in a stick as the runs were scored. The match, played on the Brunswick Lawns, at Hove, provided a close finish when the Regency Club of Brighton defeated Hambleden by nine runs. The match was played according to "The new articles of the game of cricket as settled and revised at the Star and Garter, Pall Mall, February 25, 1774, by a committee of noblemen and gentlemen of Kent"

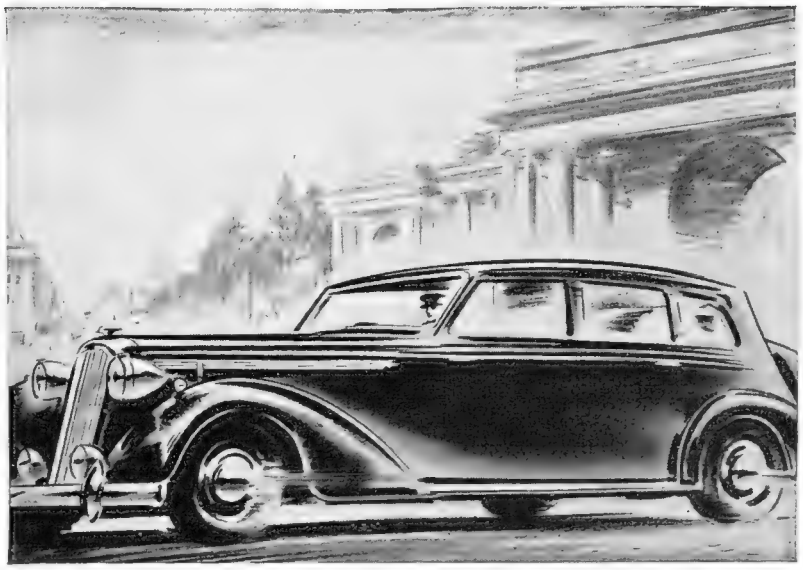
REGENCY CRICKET AT BRIGHTON: One of the entertaining events of Brighton's Regency Festival was the cricket match played against the Hambledon Club. Correct detail as to costume and equipment was observed and the game was played under the rules prevailing in Regency Days.

At Austin Reed's the essential principles remain steadfast. The materials are good and the workmanship excellent. A man will find that when precisely tailored he is clothed in comfort, and that the most casual wear has its standards.

AUSTIN REED

OF REGENT STREET

LONDON AND PRINCIPAL CITIES · LONDON TELEPHONE: REGENT 6789



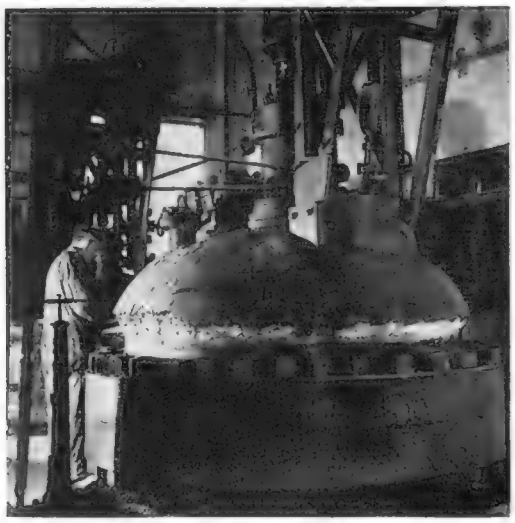
This is the PULLMAN . . . the car of ambassadors and the ambassador of cars . . . a 7-passenger limousine, with coachwork by Thrupp and Maberly, of quiet dignity and luxurious comfort. Yet the Pullman cannot be regarded as an expensive car. With their long tradition of sound engineering and expert craftsmanship Humber have brought luxurious travel within reasonable cost.

MOTOR CAR MANUFACTURERS HUMBER LIMITED
BY APPOINTMENT TO H.M. THE KING

HUMBER

HAWK · SNIPE · SUPER SNIPE · PULLMAN

PRODUCTS OF THE ROOTES GROUP



Under Pressure

To keep a gas dissolved, or in contact with liquid at a pressure greater than that of the atmosphere, the chemist uses an autoclave. An everyday example is the syphon, which keeps carbon dioxide gas dissolved in water to form soda-water. Another is in the boiler of a steam-engine, where water is heated under pressure above its normal boiling point. In research and industry autoclaves are employed for similar purposes, from small versions lined with platinum, designed for experimental work, to monsters in stainless steel like that shown here. Since its humble beginning in the dark ages of chemistry, 'the philosopher's egg' — as the autoclave was then called — has hatched into units which work at very high temperatures and at pressures twenty times as great as that in the boiler of the 'Flying Scotsman.' Autoclaves are vital to scientific progress. Without them many substances that are considered essential today could not exist. They help to produce synthetic rubber, to convert unpalatable marine oils into edible fats, and to turn out dyes, drugs and plastics. They form part of the 'armoured corps' of scientific equipment with which the British chemical industry is helping to fight the battle for cheaper and more efficient production in the service of the nation.

ICI

MAPLE & CO LTD

GEORGIAN TEA TABLE
Diameter 24"

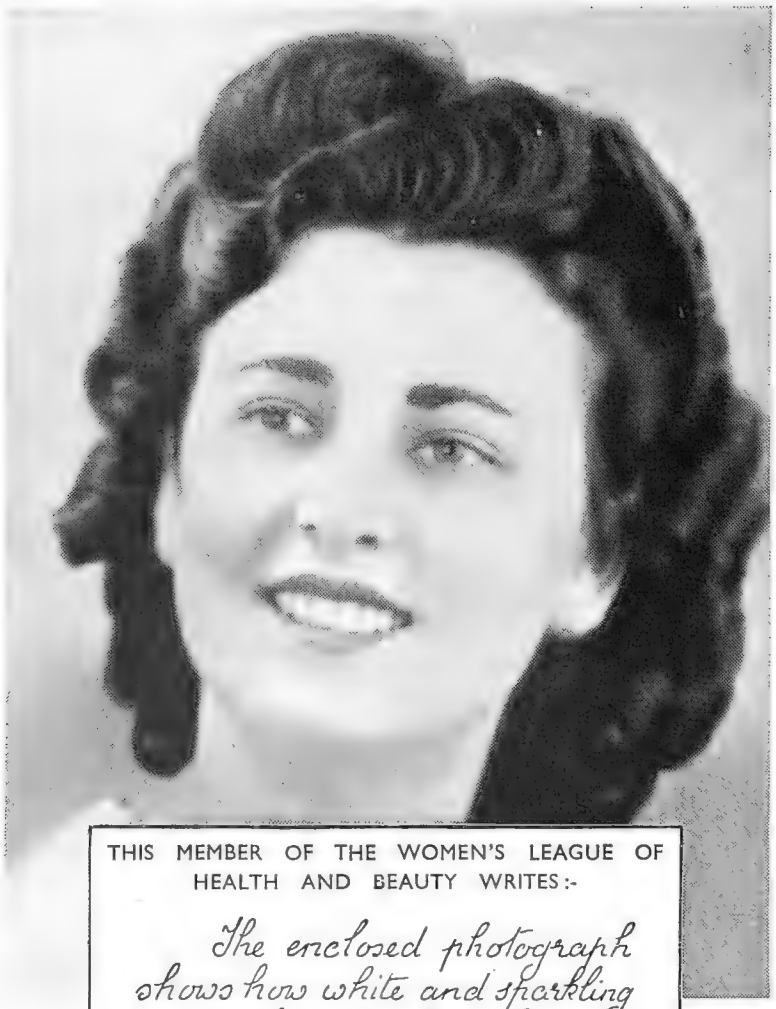
CHIPPENDALE POLE SCREEN
with contemporary needlework

One of Six FINE CHIPPENDALE CHAIRS

Antiques

THE WORK of MASTER CRAFTSMEN of the 18TH CENTURY

TOTTENHAM COURT ROAD, LONDON, W.1.
BIRMINGHAM · BOURNEMOUTH · BRIGHTON · LEEDS



THIS MEMBER OF THE WOMEN'S LEAGUE OF HEALTH AND BEAUTY WRITES:-

The enclosed photograph shows how white and sparkling my teeth look after always using Eucryl.

In tins 9d. & 1/3

EUCRYL — THE WHITE POWDER FOR WHITE TEETH

Zoning restrictions now lifted. Obtainable everywhere in moderate quantities.

BLUE SKY
GOLDEN SUN
GREEN TREES
PINK BLOSSOM
RED APPLES

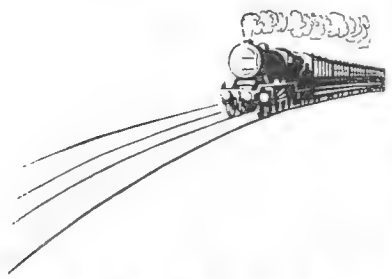
WHITE-WAYS CYDER

MEDIUM-SWEET OR DRY

Down in the heart of 'Glorious Devon'—in the pathway of the sun—the Whiteways have been growing apples and making cyder for over 300 years

WHERE THE RAINBOW ENDS

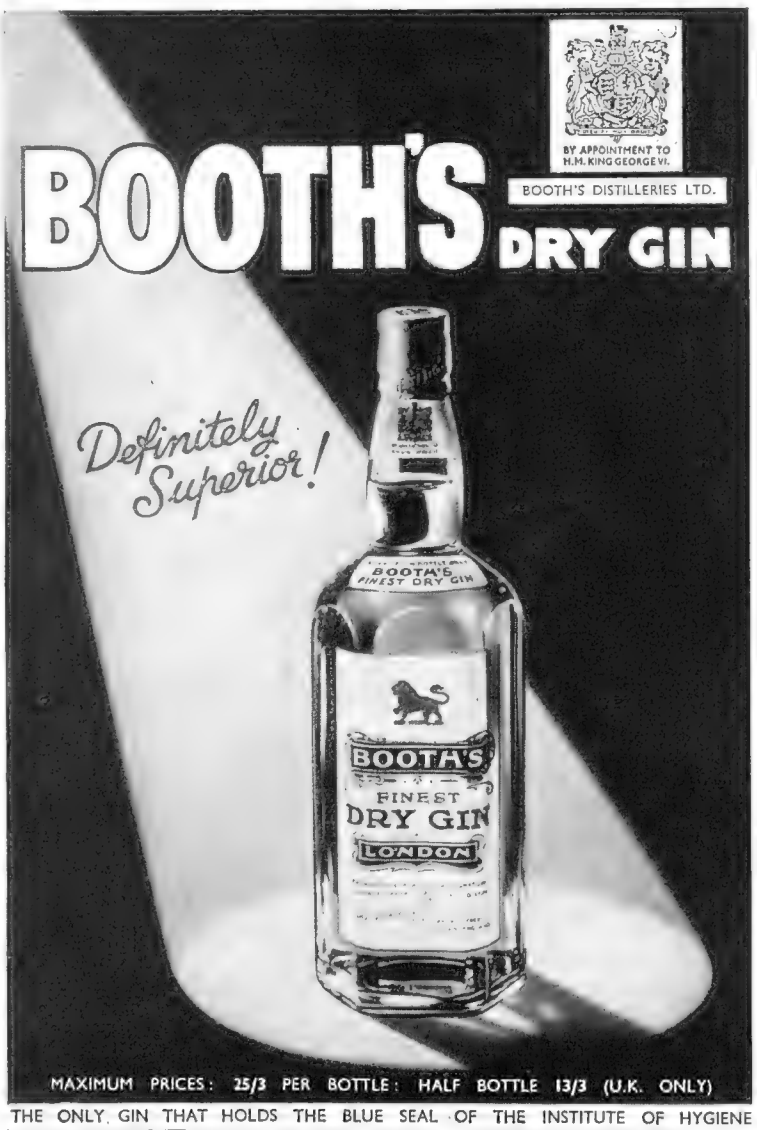
Coming soon—



AERTEX

OP.N2

THE PARKINSON STOVE CO. LTD. BIRMINGHAM 9



MAXIMUM PRICES: 25/3 PER BOTTLE: HALF BOTTLE 13/3 (U.K. ONLY)

THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE

V225

KERFOOT

The modern treatment for Colds

VAPEX

A Drop on your Handkerchief

Like many other good things Vapex had to make way for more imperatively urgent needs. Throughout the war pharmaceutical work of national importance has taken and must take first place. Normal conditions will bring a return of Vapex

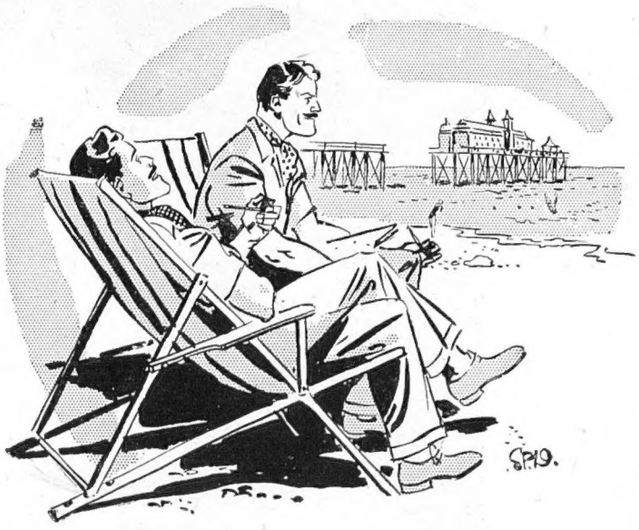
THOMAS KERFOOT & CO. LTD.
Vale of Bardsley, Lancs., England

Used in the
BEST CIRCLES

including Purchase Tax 3d. each

Obtainable only from Retailers
JAMES NEILL & CO. (Sheffield) LTD.

EZ05



ONCE MORE ONTO THE BEACH

"I was stationed at this place in 1940. Actually, I'm the man who cut the pier in half."

"*Quite an occasion I suppose, biting bits out of local attractions.*"

"We had a push-the-pier out party in the Mess that night. The C.O. recited 'Once more into the breach dear friends' and took a piece of the bandstand to bed with him."

"*Wasn't a bad war in those days, was it?*"

"I've seen worse since."

"*Plenty of friends, plenty to eat, and somehow, we always found something to celebrate.*"

"Plenty of Rose's then, too. Funny world, isn't it?"

ROSE'S—*There is no substitute*

When you want something new to wear come along to Harrods Man's Shop and look at the entirely new section—the Younger Man's Shop. There you will find clothes specially styled for the younger man from sixteen to nineteen. You'll find that extra something in style and pattern that's in keeping with the 'young idea.'

Younger Man's Shop

HARRODS

HARRODS LTD LONDON SW1

TAILORED COSTUMES

(TO ORDER)

Suits that are equally correct for town or country—in a wide variety of Glen-checks and Glen Urquharts.

Suits of this type made exclusively by Burberrys remain undated indefinitely—an immense advantage in these coupon days

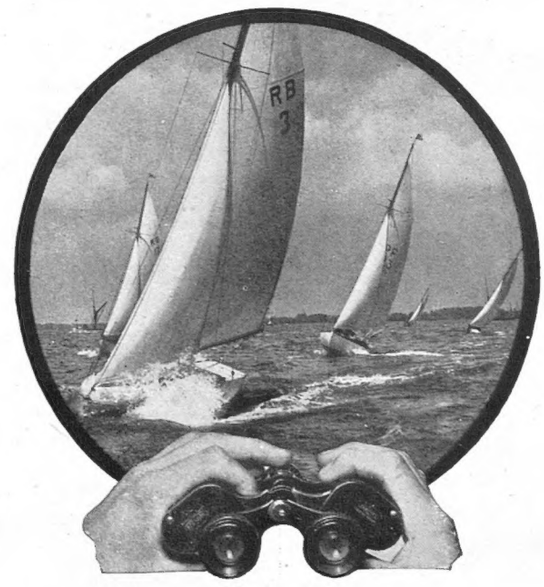
Burberrys suits have such style and character—perfectly tailored and endowed with distinction—that they are always attractive whatever the season

Telephone WHITEHALL 3343

BURBERRYS

HAYMARKET, LONDON, S.W.1

BURBERRYS LTD



KERSHAW'S BINOCULARS

The "OLYMPIC" (8 x 30) Coated Lenses and Prisms, centre focusing. Price £23, including leather case, sling and purchase tax.

These two glasses are now both offered with coated lenses. Coated lenses allow approximately 40% more light to pass through the optical system and greatly increase colour contrast.

KERSHAW

The "MONARCH" (10½x40) Coated Lenses and Prisms, centre focusing. Price £28, including leather case, sling and purchase tax.

KERSHAW-SOHO (SALES) LTD.

MORTIMER HOUSE, MORTIMER STREET, LONDON, W.1.

RED TOWER LAGER

for people of good taste

ASK FOR IT BY NAME AND LOOK FOR THE LABEL

From the Chilprufe Album

This is DAVID

Oft-times, when his mother recalls the anxieties of those first few precarious weeks, it seems to her incredible that this can be that same frail infant—this fine looking, well built, boisterous handful. Characteristically, mother is inclined to discount her own great contribution to David's progress. She does, however, pride herself on this, that right from the start he has had the never-failing comfort and protection of Chilprufe. Not for nothing is Chilprufe acknowledged the finest Pure Wool Underwear in the world.

Chilprufe

Regd

for CHILDREN

Also CHILPRUFE Dresses, Rompers, Cardigans, Buster Suits for toddlers, Shoes for Babies, Pram Toys and Man-Tailored Coats for Children.

Supplied only through Chilprufe Agents.

CHILPRUFE LIMITED
LEICESTER

CHILPRUFE IS PURE WOOL MADE PERFECT

Preparing to be a Beautiful Lady

My Grannie was beautiful, thinks Ruth, as she looks at the lovely cameo portrait. And Ruth is right. Grannie was a Belle in those days when complexions were unadorned but she always used Pears Soap. Mummy knows that Ruth has the same natural loveliness, and with Pears Soap and clear water she will keep Ruth's skin perfect—Preparing her to be a Beautiful Lady.

PEARS SOAP

We regret that Pears Transparent Soap is in short supply just now.

A. & F. Pears Ltd. GG 387/396

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Unlike the new Opera House at Stockholm, which has expanding and contracting walls, the

NORFOLK HOTEL, BOURNEMOUTH

One of Britain's finest hotels

has as yet no such facilities, so Mr. and Mrs. F. J. McInnes, the active proprietors, regret that they have so often to refuse would-be visitors.

BOURNEMOUTH

TOLLARD ROYAL HOTEL

has reopened and has first-class accommodation and service AVAILABLE NOW. Finest position facing the sea. Suites and private bathrooms. Tel.: 6671.

SEAVIEW HOTEL
EASTBOURNE
Tel. Eastbourne 470 (3 lines).

On the Front and in the front rank. Famous for its food, comfort and courtesy. Enquiries will have the personal attention of our Manageress, Miss Finlayson.

PRINCES HOTEL, FOLKESTONE

In the lee of the Leas. In the path of the Sun. Reopened and redecorated after derequisitioning. A first-class hotel for your holiday and for long period residence. Lift. Private suites and bathrooms. Fully licensed. Shops, Theatres and recreation. Tel. 2850.

THE COMPLEAT ANGLER, MARLOW

the popularity of which is well known, provides a respite from the domestic front on the most beautiful reach of the Thames Valley. Good food and a well-stocked Bar are combined with comfort. Every effort is made to receive visitors at short notice. Tel. No.: Marlow 15 and 444.

QUEEN'S HOTEL, PENZANCE

Bathed in sunshine, overlooking Mount's Bay. The best headquarters for seeing the Cornish Riviera, from St. Ives to Land's End and the Lizard. Write Manager.

THE COUNTY HOTEL, ROTHBURY
NORTHUMBERLAND

For bracing air and glorious scenery, Good Food, Own Garden. Fully Licensed. H. and C. and Electric Radiators all bedrooms. Cocktail Lounge. Telephone and Telegrams: Rothbury 6. A.A.*** R.A.C. and Veteran Motorists.

FUIDGE MANOR, IN MID-DEVON, NR. SPREYTON

Warmth, Comfort, and the Best of Food and Cooking in a bracing climate. Club Bar, Billiards Squash, Tennis, Riding, and Rough Shooting. Ideal for Leaves and Demobilisation Holidays. Whiddon Down 205.

GRAND HOTEL, TORQUAY

It 's grand to be able to announce the reopening of this famous hotel overlooking Torbay. The same Chef and key staff; Harry Evans and his band, and Mr. and Mrs. R. Paul, General Managers. Accommodation is already limited, so write or telephone at once. Torquay 2237.

THE METROPOLE HOTEL, WHITBY

has reopened, so those who had abandoned the idea of a seaside holiday this year can still look forward to the pleasures of sands, sea and sunshine amidst bracing surrounds, if they will write and book their accommodation immediately.

THE ORIGINAL WEST INDIES APERITIF

PRUHT

23/6 PER BOTTLE

RAWLINGS & SONS (LONDON) LTD.

SUMMER COLDS are often hard to shake off

.....

PREVENT THEM BY DAILY GARGLING WITH

LISTERINE ANTISEPTIC

SAFE AND CERTAIN

I prefer...

Nufix the quality hair dressing made from a base containing vegetable oil, unequalled for eliminating dryness of the scalp and hair. For a well groomed appearance and healthy hair there's nothing like Nufix.

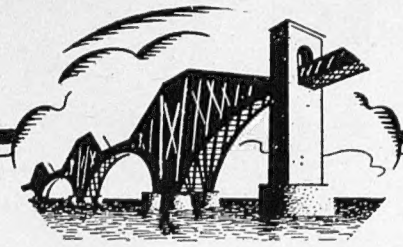
NUFIX

QUALITY DRESSING FOR THE HAIR

Walden & Co. (Nufix) Ltd., London, N.W.9

SUPPLIES ARE LIMITED

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, AUGUST 17, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.



A STANDARD POLICY

STRENGTH

STABILITY

SECURITY

Established 1825 Assets exceed £44,500,000

The

STANDARD LIFE ASSURANCE COMPANY

HEAD OFFICE: 3 GEORGE STREET, EDINBURGH
LONDON: 3 ABCHURCH YARD, CANNON STREET, E.C.4
15a PALL MALL, S.W.1

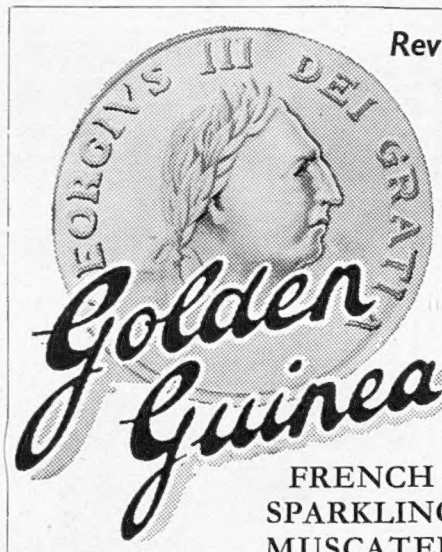
John Mackintosh & Sons, Ltd., Toffee Town, Halifax

Convenient, palatable, effective . .

'Milk of Magnesia' * Tablets, by effectively correcting acidity, give prompt relief from indigestion. They are pleasantly mint-flavoured; convenient to take whenever the need arises.

'MILK OF MAGNESIA' *TABLETS* (Regd.)

* *Trade mark of Phillips' preparation of magnesia*



FRENCH SPARKLING MUSCATEL

Reviving Pleasant Memories of those pre-war dinners!

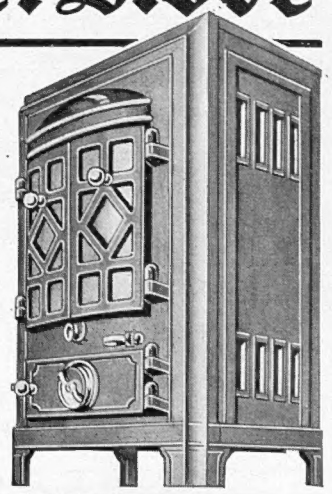
GOLDEN GUINEA will be shipped again when Government quotas permit.
Make sure of getting the first available supplies and place an order with your Wine Merchants for future delivery.
GOLDEN GUINEA, the French Sparkling Wine with the largest pre-war sale in this country.

The Courtier Stove

NOT YET . . . . *but when the time comes, you can look forward to the cheerfulness of an open fire . . . . the economy of a slow-combustion stove . . . . constant warmth day and night . . . . and no morning fires to light.*

A 'COURTIER' IS WORTH WAITING FOR

Manufactured exclusively by
MITCHELL, RUSSELL & CO. LTD.
BONNYBRIDGE . SCOTLAND

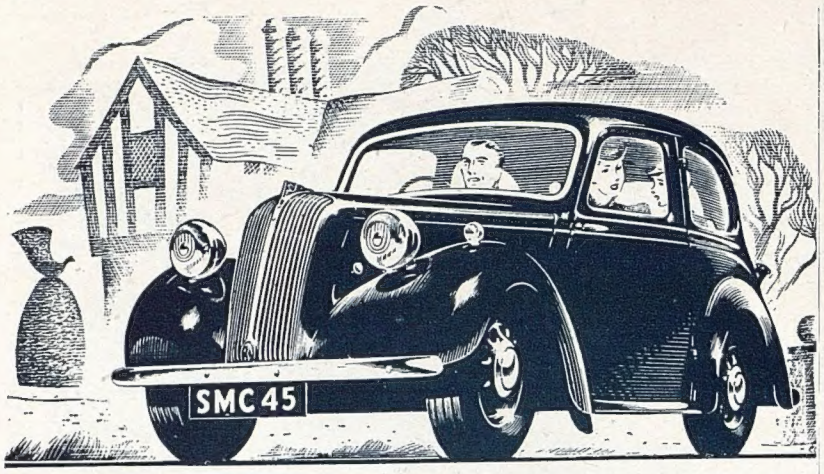


SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE **VALSTAR "777"** RAINCOAT — SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W. 1

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.



DESIGNED FOR *HERE . . . THERE . .*
AND *EVERYWHERE*

Many countries, as well as Britain, are acclaiming the post-war Standard cars.

"EIGHT" SALOON £270 + £75.15.0 P.T.
TOURER £280 + £78.10.7 P.T.
COUPÉ £300 + £84. 1.8 P.T.

"TWELVE" SALOON £450 + £125.15.0 P.T.
OR **"FOURTEEN"**
COUPÉ £470 + £131. 6.1 P.T.

STANDARD CARS

Ambassadors for post-war Britain

THE STANDARD MOTOR COMPANY LIMITED, COVENTRY

At the Mermaid

Of all the old London taverns which have disappeared none is so well known and honoured as the Mermaid.

Although no trace of it remains and even its very site is disputed — some say it was in Bread Street and some in Friday Street — it will always be remembered as the meeting place of those mighty wits of the Elizabethan age.

Raleigh, Ben Jonson, Shakespeare and others were frequenters.

What healths were drunk ! What impromptus lost to the world does Beaumont hint at in

What things have seen
Done at the Mermaid ; heard words that have been
So nimble, and so full of subtle flame,
As if that everyone from whom they came
Had mean'd to put his whole wit in a jest !

Schweppes ★ *Table Waters famous since 1790*

★ Temporarily giving place to the standard wartime product — but Schweppes will return

Player's Please

PLAYER'S NAVY CUT CIGARETTES · MEDIUM OR MILD

NCC 576N

Dry rot is a menace

Its prevention and cure has always been of high priority, but the existing shortage of timber makes the need for Solignum imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever Solignum is brought into contact and also gives complete immunity against attack.

Solignum is also used all over the world for the protection of timber against attack by white ant, wood-borers and other destructive insects. But it must be Solignum—applied by brush coating, spray-guns or by dipping.

SOLIGNUM LTD., Donington Hse., Norfolk St., Strand, W.C.2

WOOD SOLIGNUM PRESERVATIVE

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD , Commonwealth House 1, New Oxford Street, London, W.C.1 SATURDAY, AUGUST 17, 1946 Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.